

# ★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
PASS THIS COPY ALONG

JULY, 1966







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# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JULY, 1966

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NUMBER 594

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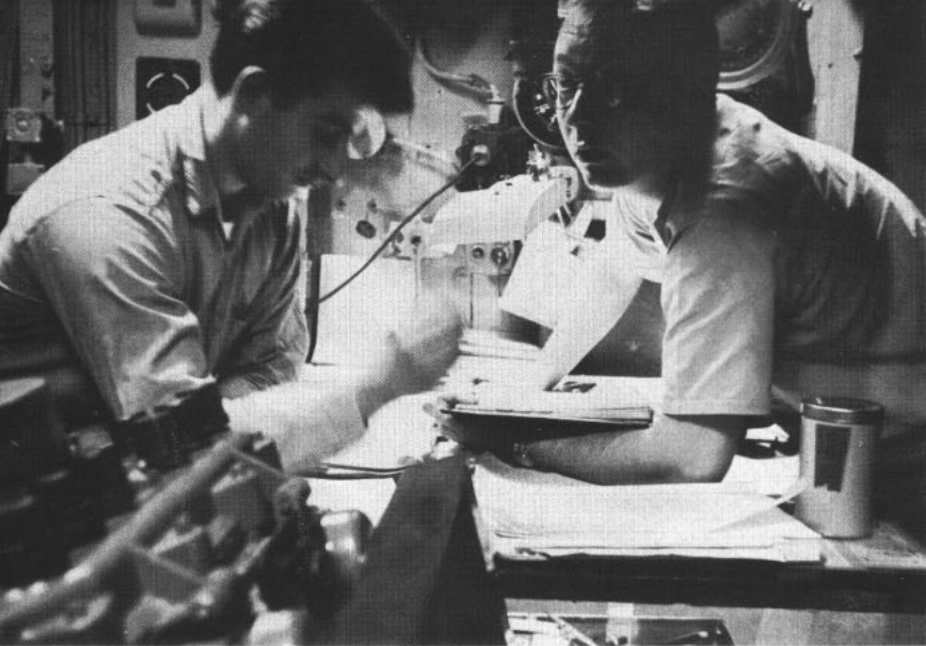
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• **FRONT COVER:** NAVY RATINGS are symbolic of the wide variety of jobs in the sea service. They range from duties evolving over a long period of history to entirely new categories in electronic, supersonic and nuclear fields. For a rundown on the Navy rating structure, see the story and charts in this issue.

• **AT LEFT:** MOONLIT AND SHADOWED—USS *Haddo* (SSN 604) awaits the break of a new day. *Haddo* is a unit of Submarine Squadron Four based in Charleston, S. C.—Photo by Fran (Ski) Perzinski, PHSN, using a 4x5 View Camera, tripod, camera setting full at 30 seconds.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.





NAVAL RESERVISTS of NR Squadron 30 work status boards in CIC. Rf: Gun Captain in Reserve DD awaits orders.

# Salt Water Sailors,

IN THE EVENT of any emergency, the U. S. Navy has a fleet of 80 Naval Reserve training ships with Reserve crews capable of immediate mobilization. How this force of trained and equipped combat-ready Reservists is maintained was demonstrated recently by a single squadron of ships.

More than 900 Naval Reservists of the Third Naval District took a two-week training cruise during April. The Reservists left their families and jobs in Connecticut, New Jersey and New York to steam more than 4000 miles with Naval Reserve Squadron 30 before returning to their homes.

The squadron consisted of the destroyers *uss Bristol* (DD 857),

and *John R. Pierce* (DD 753) and the destroyer escorts *uss Coates* (DE 685), *DeLong* (DE 684), *Albert T. Harris* (DE 447) and *Thaddeus Parker* (DE 369).

Underway, the ships kept up a busy schedule of training exercises. They fired at air and surface targets, practiced antisubmarine warfare procedures, and held daily drills at General Quarters to exercise the crew in simulated emergency and combat circumstances.

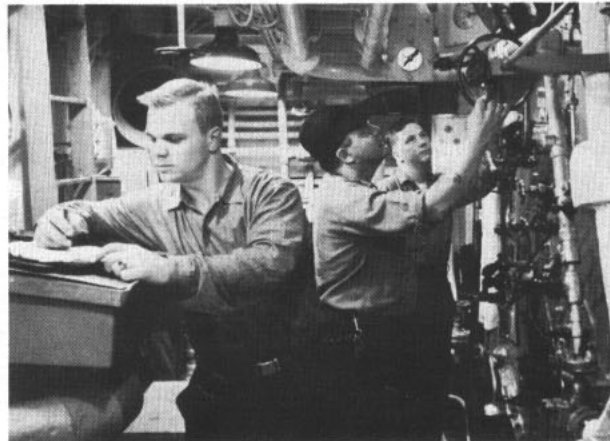
As they operated in the waters east of Boston and South of Nova Scotia during the first two days of the cruise, Reservists working above decks endured blustering winds and rolling seas. Some became seasick. Few had hearty appetites.

But by the end of the third day every man in the crew had his sea legs and the weather improved as the ship steamed further south. On the fifth day a new hazard arose as sunlight reflected between mirror-smooth seas and cottony white clouds. Sunburns ranged from delicate pink to glowing red, but most of the Reservists were eager to acquire a pre-summer tan in latitudes more than 1000 miles south of home.

Midway in the cruise the ships entered San Juan, Puerto Rico. When they were off duty, members of the crew went ashore to spend the weekend among the thousands of tourists who were visiting the Caribbean resort city.

Early Monday morning the ships

ON THE JOB—Reservists put their training to the test on deck with lesson in splicing and below in after fire room.







AT SEA—Reservists sailed over 4000 miles. Here, observers motor by *USS Thaddeus Parker* (DE 369) after exercise.

# USNR

were at sea again for the second week of training and the return voyage to home.

**T**HIS ANNUAL cruise enabled the Reservists to demonstrate combat-readiness while adding at-sea training to their knowledge and experience of the Navy. Teams of observers were exchanged between the ships to score competitive exercises in all phases of operations.

In port, nucleus crews of Regular Navymen maintain the ships. When they go to sea, the destroyers carry equal numbers of Reservists and Regulars in their crews. Aboard the destroyer escorts, Reservists number 75 per cent of the crews.

One weekend each month, the combined Naval Reserve and USN crews go to sea for training exercises. Although they cannot range far from their home ports over a weekend, the ships do operate beyond the sight of land in deep water most of the time.

The sea duty of these Reservists is for purposes of training and combat readiness. They prepare for immediate mobilization should it become necessary.

And it did become necessary to mobilize 40 ships of the Reserve fleet during the 1961-62 Berlin crisis. The DEs *Coates*, *DeLong*, *Harris* and *Parker*, for example, were mobilized to join the Fleet with the Regular and Reserve crews at that time.



IT'S A BLAST—Reserve escort ship *USS Coates* (DE 685) fires at surface target. Below: Signalmen man their stations during NR training cruise in the Atlantic.





**READY GROUP**—GQ finds Reservists at stations in battle dress. *Rt:* Seamen aboard *USS Bristol* (DD 857) prepare to get underway at Brooklyn Navy Yard. *Below:* Observers of competitive exercise are transferred while underway.



Many of the Berlin crisis veterans are still members of the Reserve crews. Several of them also served on active duty during World War II and the Korean conflict. Most of the Reserve crew members have had at least two years of active duty with the Fleet.

**M**EN WITHOUT PREVIOUS active naval service cannot join the Reserve crew of a ship until they have completed recruit training ashore. This requires at least four months. After an additional 12 to 16 months of training aboard a Reserve ship, most of the Reservists go to the Fleet for two years of active duty. They later return to membership in the crew of a Selected Reserve training ship.

Two weeks at sea and away from

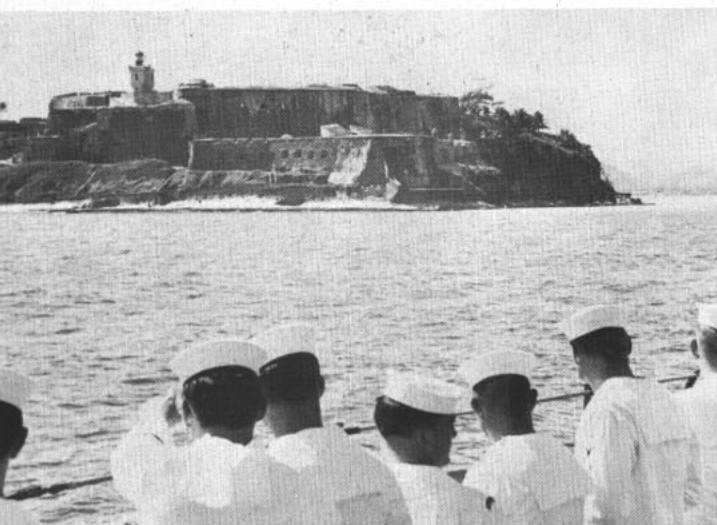
home can seem like a long time to the Naval Reserve sailors and their families. The families are usually waiting on the pier for their men as the ship returns to tie up in its home port.

Two weeks is also a long time for a man to be away from his civilian occupation. Some Reservists can take an annual cruise only if they are willing to sacrifice their vacation time. However, many employers cooperate by allowing time off for the cruise.

For the Reservist, his family and his employer, the annual cruise is both a sacrifice and an investment—the sacrifice of comfort and convenience; an investment in the national defense.

—Story by W. R. Green, JOC, USN  
—Photos by D. B. Wilson, PH1, USN

**SHORE'S GOOD**—Reservists take in view and (rt.) head for liberty as they take a break in training in Puerto Rico.







WATER RUNWAY—Navy seaplane prepares to take off on inspection flight. Rt: Gunner is alert on coastline check.



## Market Time Patrol

**A** MARKET TIME patrol with Navy Patrol Squadron 50 (VP 50) along the Vietnam coastline may be long, but it is never boring.

Operating from a mobile base north of Saigon, the crews of SP-5B *Marlin* seaplanes keep an eye on the coastal shipping off the Mekong Delta to prevent Viet Cong war materials from being redistributed along the Coast of South Vietnam.

Every ship an aircraft sights is inspected, from the lumbering, peaceful merchantmen to the small and sometimes deadly junks which comprise much of the shipping.

During the day the coastal regions seldom betray the fury of the war which rages inland. The sun shines, the water is blue and crewmen of junks give the planes a friendly wave.

As the sun goes down, the peace-

ful appearance changes. The flashing light of battle can be seen a few miles inland. An occasional flare lights up a mountaintop or hill.

For the crew of the *Marlin*, sun-down means mounting and priming machine guns, as the approach of night brings the beginning of stepped-up activity by the Viet Cong.

The inspection patrols continue into the night. Many junks are engaged in legitimate activities, such as fishing and freight hauling. Others, manned by "Charlie," may be running supplies for the Viet Cong along the coast.

Most junks display a masthead light for navigation. But the *Marlin* crews are more interested in those headed ashore with no running lights. These junks, in some cases, greet the aircraft with the unmistakable wink of an automatic weapon.

The reply to a hostile junk is simple and straightforward—about 150 rounds of fire, liberally laced with tracers, and a call to a nearby friendly naval vessel to make a closer inspection.

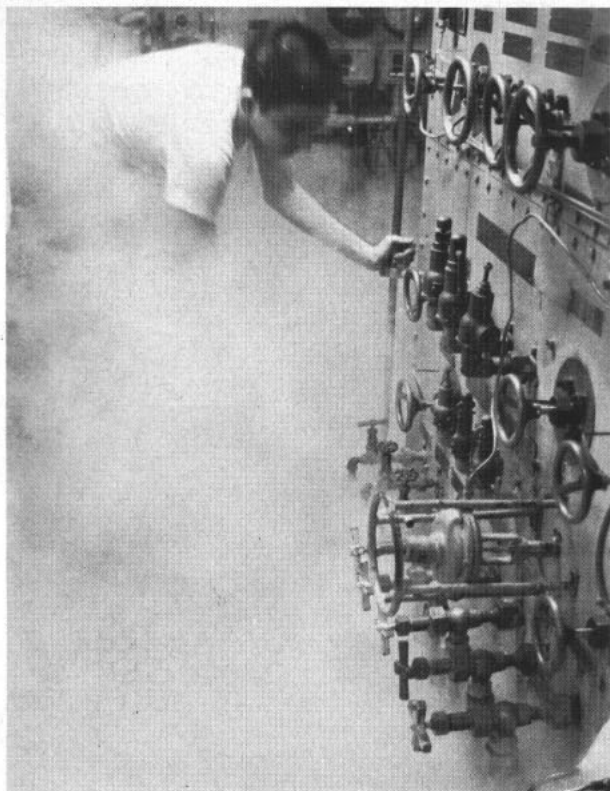
Even on a Market Time flight, the routine of living continues. In one end of an aircraft a gunner might be firing at a VC target, while at the other end one of the crewmen prepares rations. Any crewmen will readily tell you that hot rations are extremely welcome on eight-hour-plus patrols.

Later, with hundreds of air miles behind her, the *Marlin* will land and the crew will relax, knowing the Viet Cong have been denied some of the ammunition and supplies needed for their guerrilla warfare.

—Story and Photos by  
William H. Powers, PH1, USN

NAVIGATOR listens to message on plane's intercom system. Rt: Crewmen take notes and photos of suspicious junks.





THE SYSTEM—The Navy rating structure, a product of modern management, is key to enlisted career development.

# Navy Ratings: Key to

**I**N MANY WAYS the rating structure is a product of evolution: When sails went, the sailmaker followed. Marconi might be considered responsible for the radioman rating. Data systems technician logically followed the development of The Machine.

The rating structure is also a product of modern management. It is the key to enlisted career development and serves as a basis for training programs, detailing, advancement and simply keeping tabs on several hundred thousand Navymen.

Though many Navymen may trace their ratings back a century or more, the rating structure as it is today had its beginnings in September 1945 when the Navy began a series of studies to find a more orderly classification system. The resulting system of rate, rating and warrant grades went into effect in 1948 with the publication of the *Manual of Qualifications for Advancement in Rating*.

This manual was a product of intensive research by the Bureau of Naval Personnel which included conferences with representatives of the various Navy bureaus and offices, plus studies of recommendations received from the Fleet.

**T**HE RATING SYSTEM, as it stands today, is a single structure which applies to both the Regular Navy and the Naval Reserve. It is tailored to serve both a peacetime and a wartime Navy, eliminating the need for elaborate expansion and conversion in case of mobilization. In addition, it provides specialization at lower petty officer levels to adjust to an expanding technology, to reduce training time and add to the use-

fulness of first-cruise Navymen—and at the same time provides senior petty officers who have broad military and technical qualifications.

To help smooth administrative wrinkles, the rating structure has been divided into 12 groups. Insofar as possible these groups reflect similarities of the ratings, shipboard organization and bureau affiliations. An example of the latter is the construction ratings, Group VIII, which have many dealings with the Naval Facilities Engineering Command (formerly the Bureau of Yards and Docks).

The centerspread on page 32 this month deals with rating Group I (deck), Group II (ordnance), Group V (administrative and clerical) and group VII (engineering and hull). Other groups will be featured in an early issue of *ALL HANDS* and include Group III (electronics), Group IV (precision equipment), Group VI (miscellaneous), Group VIII (construction), Group IX (aviation), Group X (medical), Group XI (dental), and Group XII (steward).

**W**ITHIN THESE GROUPS are four types of classifications: General ratings, service ratings, emergency ratings (only one is in existence at present) and general rates.

General rates are those below petty officer level, applying to Navymen in pay grades E-1, E-2 and E-3. As similar systems did in the Old Navy, the general rates require a man to learn the basics of seamanship (or airmanship, today) before choosing a specialty. This is of the utmost importance as the earning of a specialty and advancement to petty officer are simultaneous.



General ratings (not to be confused with general rates) are broad occupational fields such as boatswain's mate (BM), machinist's mate (MM) and yeoman (YN). In all there are 65.

General ratings are the basis for the rating structure and are quite permanent, some dating back to the Colonial Navy (see Evolution of Navy Ratings, ALL HANDS, October 1965). In many cases the general ratings are divided into sub-ratings (service ratings), usually in the lower pay grades.

These service ratings include specific areas of qualification and allow relatively junior petty officers to master a segment of a complex rating, then gradually achieve proficiency in the entire general rating.

The ET rating is a good example. In pay grades E-4 and E-5, electronics technician contains two service ratings: electronics technician, communications (ETN) and electronics technician, radar (ETR). When advancing to PO1, however, both ETNs and ETRs are expected to have mastered the entire specialty and will be examined on the over-all ET rating.

**A**S A PETTY OFFICER gains in experience and pay grade he assumes progressively more authority and responsibility. A Navyman attains proficiency in a service rating (if one exists within his field) and later in a general rating. This formula has recently been carried one step further by the compression of some general ratings at the E-8 and E-9 level.

Compression involves combining the supervisory duties of men in the top enlisted pay grades, where such combinations are possible. ADs, AMs, PRs and AZs, for

# a Career

instance, may progress to CPO entirely within their rating but when promoted to senior chief become aircraft maintenancemen. Though they continue to wear the rating badge of their original specialty, they supervise work in the other aircraft maintenance skills. (For more information on rating compression at the top enlisted grades see ALL HANDS, February 1965, page 46.)

**A BEGINNING**—Many Navy men can trace their rating back to early days. Today's structure actually began in 1945.



JULY 1966



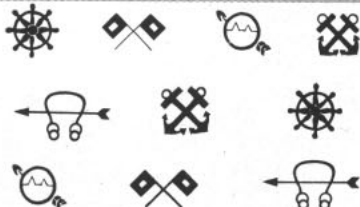
**RATING STRUCTURE** provides specialization in Navy jobs. Many ratings are new; others date back in history.

Another aspect of the Navy's system for keeping track of its men and their skills is the Navy Enlisted Classification, or NEC. With the advent of rating control and the improvement of data processing machines, the NEC has become an important factor in career development. Already one out of five Navy jobs requires a Navyman with a specific NEC and the trend is certain to continue.

The Navyman who has achieved petty officer status is usually concerned with two types of NECs—those which are rating-oriented (may be earned only by men in specific ratings) and special series codes, which may  
(Continued on page 14)

# Rating Roundup - A Brief Description of Navy Skills

## DECK Group I



BOATSWAIN'S MATE



**BOATSWAIN'S MATE (BM)** Boatswain's Mates train and supervise personnel in all activities relating to marlinspike, deck and boat seamanship, and in the maintenance of ship's external structures and deck equipment. They act as petty officers in charge of small craft and perform duties as masters at arms, police petty officers, serve in or take charge of gun crews and damage control parties.



**QUARTERMASTER (QM)** Quartermasters assist officers of the deck and navigators, act as steersmen and perform ship control functions. They also maintain navigational instruments, oceanographic publications and charts, render honors and ceremonies, send and receive messages and serve as petty officers in charge of various small craft.



**SIGNALMAN (SM)** Signalmen send and receive various visual messages, handle and route message traffic, operate voice radio and repair visual signaling devices. They also render honors to ships and boats, and serve as navigator's assistants.



**RADARMAN (RD)** Radarmen perform basic control functions of CIC as plotters, operators, etc. They apply doctrinal procedures of combat techniques as found in standard publications and manuals. Operational and preventive maintenance of radar, radio telephone and associated equipment is within their range of duties.



**SONAR TECHNICIAN (ST)** Sonar Technicians obtain and interpret underwater data for operational use. They organize ASW attack teams and supervise the use and upkeep of sonar equipment. They are also responsible for the upkeep of surface ship underwater fire control systems and the training of other personnel in these jobs.

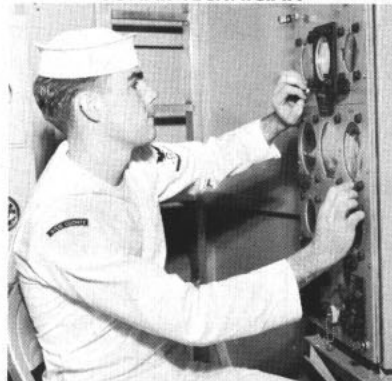


QUARTERMASTER  
SIGNALMAN

RADARMAN



SONAR TECHNICIAN








To help you better know your fellow Navymen and the jobs they perform, here is the first portion of a description of the 65 Navy ratings. The balance will follow in an early issue of ALL HANDS. As you will note, each description contains the name of the rating, its symbol, and a resume of the duties in that rating. A brief word as to the distinction between *rating* and *rate*: A rating is an occupation in the Navy made up of duties calling for similar skills, abilities and aptitudes. A grade within a rating is a rate. The non-petty officer titles are also called rates even though people in these first three pay grades are commonly known as "non-rated personnel."

## ORDNANCE Group II




 **TORPEDOMAN'S MATE (TM)** Torpedomen test and overhaul underwater ordnance such as torpedoes and depth charges. Their duties include the maintenance of underwater launching devices and related test equipment. Torpedomen serve in surface craft, submarines and aviation activities.

 **MINEMAN (MN)** Minemen test, maintain and install mines used aboard ships and aircraft as well as maintain minelaying equipment.

 **GUNNER'S MATE (GM)** Gunner's Mates operate and maintain missile launching systems, guns, turrets, projectors, and associated equipment. They test and inspect ammunition, ordnance components and magazines and supervise crews assigned to handle weapons systems. They also keep logs and records pertaining to shipboard weapons.

 **FIRE CONTROL TECHNICIAN (FT)** Fire Control Technicians operate, test and maintain weapon control systems (excluding surface ship underwater systems and launchers). They also perform missile test and telemetering and maintain the associated test equipment.

 **MISSILE TECHNICIAN (MT)** Missile Technicians perform maintenance and tests on fleet ballistic missiles (excluding the internal guidance systems) and the various supporting components connected with missile control.

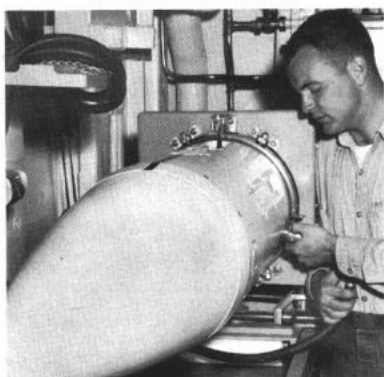


**TORPEDOMAN'S MATE**

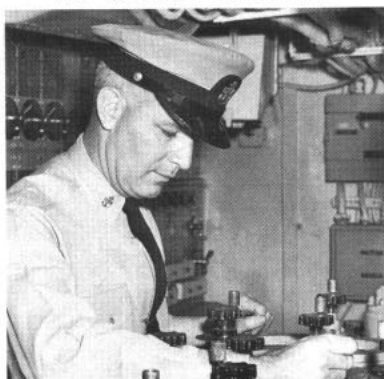


**MINEMAN**

**MISSILE TECHNICIAN**



**FIRE CONTROL TECHNICIAN**

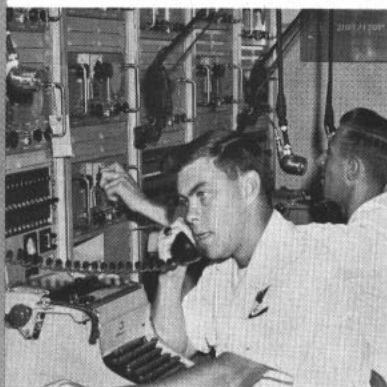


**GUNNER'S MATE**





## ADMINISTRATIVE & CLERICAL Group V



RADIOMAN



**RADIOMAN (RM)** Radiomen transmit and receive messages and log and file them according to official procedures. They also operate teletype equipment, tune radio receivers and transmitters and perform preventive maintenance and repair on related equipment.



**COMMUNICATIONS TECHNICIAN (CT)** Communications Technicians perform specialized duties under the direction of the Assistant Chief of Naval Operations (Communications) / Director, Naval Communications. They are generally assigned to Naval Security Group activities, Naval Communication Stations, and major staff commands afloat and ashore.



**YEOMAN (YN)** Yeomen perform administrative, clerical and secretarial duties which include typing, filing, preparation and routing of correspondence, plus maintenance of records, publications and service jackets. In some cases they serve as reporters for courts-martial and fact-finding bodies.



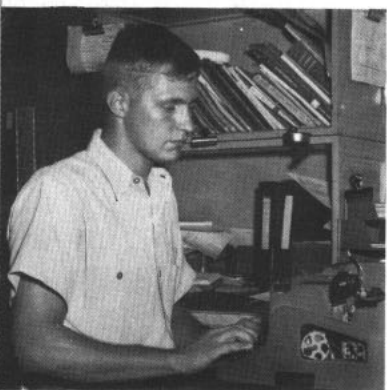
COMMUNICATIONS TECHNICIAN



**POSTAL CLERK (PC)** Postal Clerks operate Navy post offices, which includes supervision, maintenance of mail directories, security of postal effects, and the preparation of correspondence, records and files.



**PERSONNELMAN (PN)** Personnelmen perform administrative duties involved in enlisted manpower utilization. This includes making records and reports as well as accounting procedures and service record maintenance. They also conduct interviews and counsel personnel on service careers and keep publications and directives pertaining to enlisted personnel.



YEOMAN

POSTAL CLERK



PERSONNELMAN







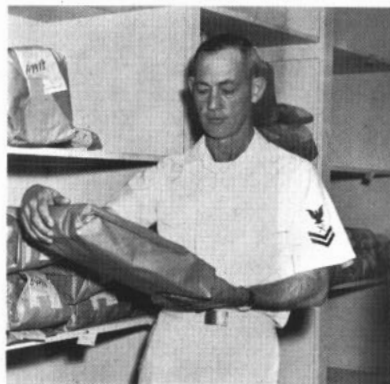
**JOURNALIST (JO)** Journalists assist public information officers and commanding officers in public relations and preparation of Navy news releases. They coordinate special events, write feature articles on naval activities, arrange radio and television programs and may be assigned to full-time duties as editors or staff members of ship and station newspapers.



**JOURNALIST**



**SHIP'S SERVICEMAN (SH)** Ship's Servicemen operate and manage resale activities such as ship's stores, commissary stores and Navy Exchanges.



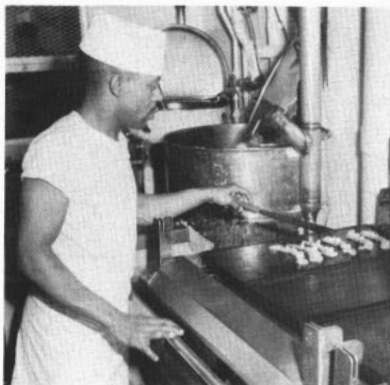
**SHIP'S SERVICEMAN**



**COMMISSARYMAN (CS)** Commissarymen serve as cooks and bakers for the general mess on ships and shore stations. Their duties include preparation of food, maintenance of sanitation and cleanliness, assistance in menu planning, cost accounting and quality control subsistence items.



**DISBURSING CLERK (DK)** Disbursing Clerks open and maintain military pay records, prepare payroll and money lists, vouchers and transportation requests, and furnish information on allotments and savings.



**COMMISSARYMAN  
DISBURSING CLERK**



**STOREKEEPER (SK)** Storekeepers order, inspect, package, ship and issue materials and cargo; account for property, supplies and equipment (excluding aviation items); and maintain records dealing with such material.

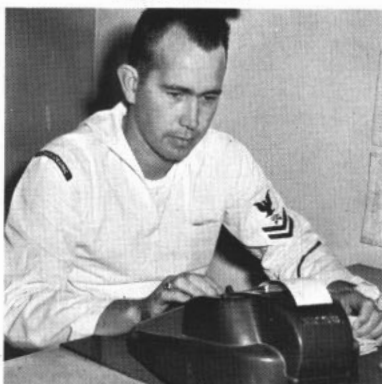


**MACHINE ACCOUNTANT (MA)** Machine Accountants operate data processing equipment and are familiar with electronic data processing applications and management of processing offices with computer installations.

**MACHINE ACCOUNTANT**



**STOREKEEPER**

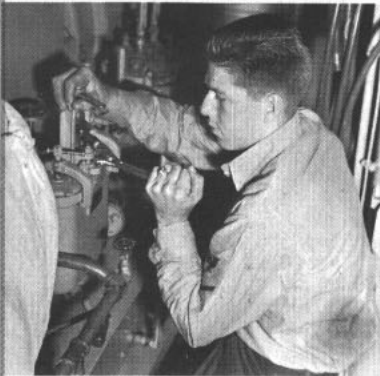




## ENGINEERING & HULL Group VII



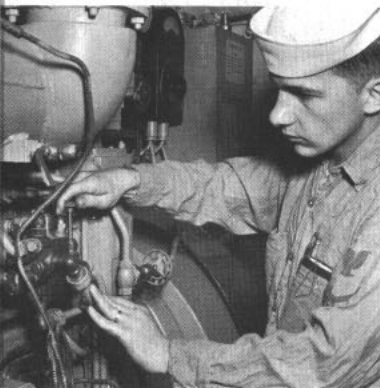
**MACHINIST'S MATE (MM)** Machinist's Mates operate, maintain and make repairs to ship's propulsion and auxiliary equipment. They are also in charge of such equipment as anchor windlasses, cranes, air-conditioning and refrigeration equipment.



**MACHINIST'S MATE**



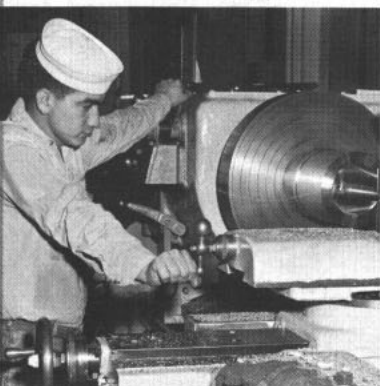
**ENGINEMAN (EN)** Enginemen operate, maintain and repair internal combustion engines and auxiliary engineroom refrigeration and air-conditioning equipment.



**ENGINEMAN**



**MACHINERY REPAIRMAN (MR)** Machinery Repairmen make shop repairs on shipboard machinery. They use both machine and hand tools as well as precision measuring devices.



**MACHINERY REPAIRMAN**



**BOILERMAN (BT)** Boilermen operate marine boilers and fireroom machinery, maintain and repair associated equipment and keep inventories and records on fuel and water supplies.

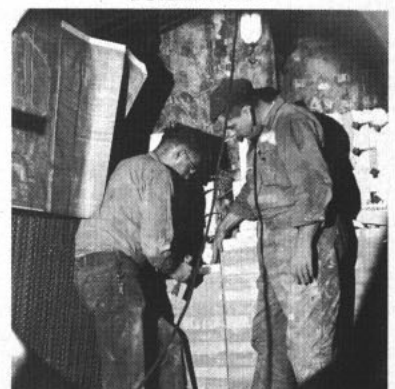


**BOILERMAKER (BR)** Boilermakers test, maintain and repair marine boilers, heat exchanges and associated equipment. Their duties include welding and keeping maintenance records of boiler repair and operation.

**BOILERMAN**



**BOILERMAKER**







**MOLDER (ML)** Molders operate foundries aboard ship and at shore stations. They make molds and cores, pour castings of ferrous and nonferrous metals, clean castings and pour bearings.



**PATTERNMAKER (PM)** Patternmakers make wooden, plaster and metal patterns used by molders in Navy foundries. They make full-scale layouts of wooden patterns and templates and keep inventory of such items.



**DAMAGE CONTROLMAN (DC)** Damage Controlmen are qualified in the use of damage control equipment, carpentry, firefighting and the control of nuclear, biological and chemical warfare agents. They coordinate damage control parties and are responsible for maintaining and repairing damage control gear and preserving watertight integrity.



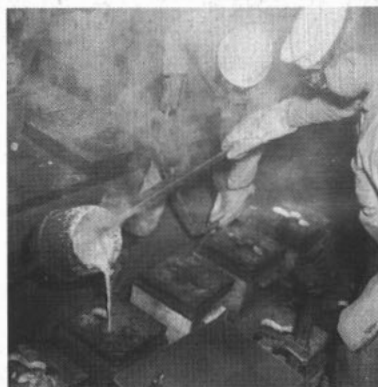
**SHIPFITTER (SF)** Shipfitters plan, supervise and perform tasks necessary for fabrication, installation and repair of metal structures, piping and plumbing. They also perform duties associated with damage control.



**INTERIOR COMMUNICATIONS ELECTRICIAN (IC)** Interior Communications Electricians maintain and repair IC systems, gyro compass systems, amplified and unamplified voice communications and related equipment.



**ELECTRICIAN'S MATE (EM)** Electrician's Mates are in charge of electrical equipment, wiring and its maintenance and repair. They test and rebuild electrical equipment in shops both ashore and afloat.



**MOLDER**



**PATTERNMAKER**

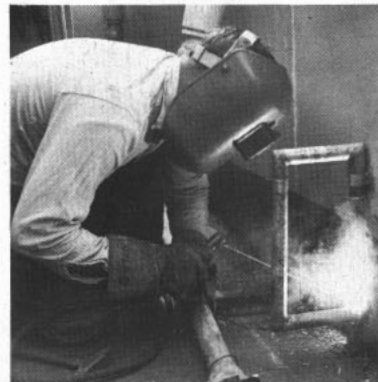


**DAMAGE CONTROLMAN**

**ELECTRICIAN'S MATE**

**INTERIOR COMMUNICATIONS ELECTRICIAN**

**SHIPFITTER**





**GROUP PLAN**—The 12 rating groups reflect similarities of rating. Example: Group IX consists of aviation ratings.

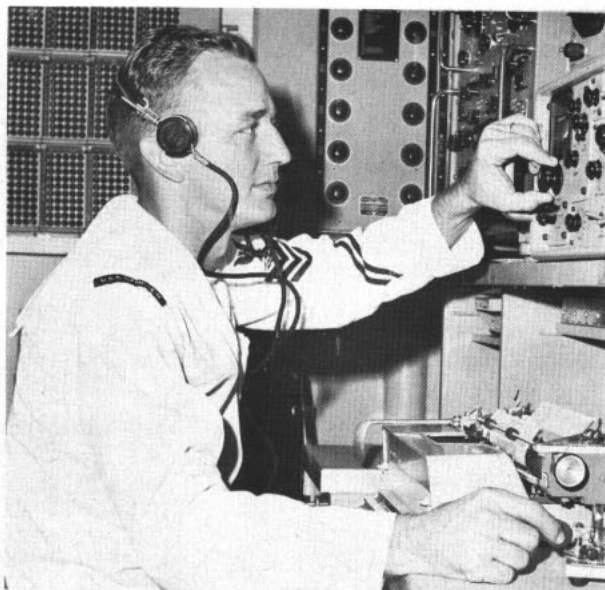
be held by any enlisted man who qualifies. In addition, there is the entry training code used to identify all otherwise undesignated strikers with their prospective ratings.

A complete listing of both rating-oriented and special series NECs may be found in the latest edition of the *Manual for Navy Enlisted Classifications*, available in most personnel offices.

**A**N UP-TO-DATE rating system is maintained by BuPers. It is the job of a BuPers group titled the Permanent Board for Control of the Enlisted Rating Structure to review periodically and revise the enlisted rating structure to adapt to technological developments.

Changes are made carefully. First, they must be recommended to the board by one of the members, by Navymen in the Fleet, by bureaus or offices, and sometimes by the Secretary of the Navy. All proposals are thoroughly investigated by the group.

**IT FOLLOWS**—Radioman rating was a natural to follow the invention. Rt: Computers help assign the skill to the billet.



One of the major considerations is the scope of the suggested rating: Does it offer a wide enough field to properly utilize an experienced senior petty officer? If not, perhaps the rating should be made a service rating and, as such, a specialty only for lower rated petty officers and strikers. If the scope is entirely too large for even a senior man, perhaps two ratings are required to cover it.

Emphasis is also placed on the applicability of the rating both to the Regular Navy and the Reserves. A smooth transition from peacetime operations to wartime operations is obviously of great importance.

**R**ATINGS SERVE the Navyman as easy identification ("... go topside and see the personnelman...") and sometimes even characterization. They also insure him a fair shake at the available shore duty, school assignments and a career pattern which will most enhance his Navy career. It is the general rating, the service rating, and, finally, the NEC which allow the assignment officers to match the right man with the proper billet.

A good example of the above is rating control, basically an old idea, made possible by modern techniques. Rating control is assignment with special attention to the qualifications of the Navyman and the demands of the billet.

Essentially, rating control involves identifying Navy jobs by job code numbers as well as by rate, assigning the proper NEC to the Navyman, devising career plans for the men involved, recording duty choices and then using computerized methods to find the best possible assignment.

Rating control began with a pilot program for GMM and FTM and was soon expanded to include the men in the general ratings GM and FT. The system worked out so well, and the Navy's manpower proved so much more efficient when distributed by this plan, that rating control was soon further expanded to handle men in all the critical ratings.

Further studies have borne out the early optimism, and the Retention Task Force has recommended that the system continue to expand to include all ratings.







## NRS Ladies: They're a Smart Group

**A** RECORD 204 women have completed the Navy Relief Society's most recent training course held at the Naval Postgraduate School in Monterey, Calif. This brings the number of qualified workers at the school to 374.

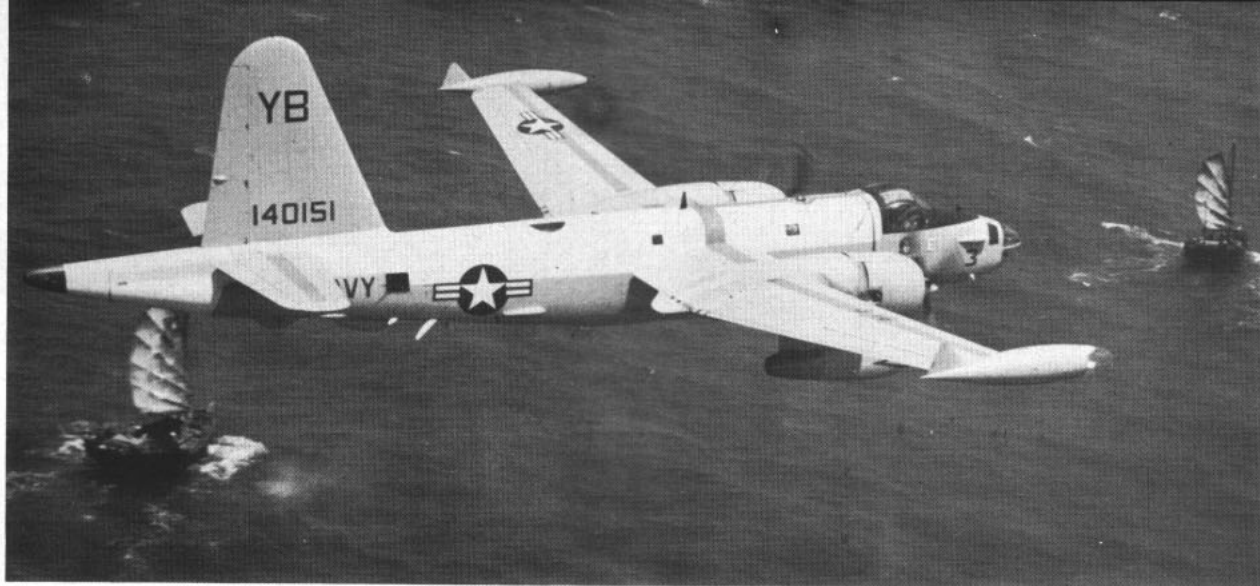
Navy Relief Society officials believe this to be the largest single class in the organization's history. As a result, Navy activities throughout the Monterey area can boast of having the heaviest concentration of qualified Navy Relief workers in the world.

Rear Admiral Edward J. O'Donnell, Superintendent of the Postgraduate School, commended the group during graduation ceremonies of the Navy wives preparing to serve in the Navy Relief organization when their husbands leave Monterey for new assignments.

Navy wives from NPGS, Naval Auxiliary Landing Field, Monterey, and Naval Facility, Pt. Sur, Calif., were invited to participate in the course. The large number who accepted created a critical shortage of baby-sitters. Sponsors of the course, all previously trained at other commands, organized a baby-sitting program for 187 youngsters during the course period.

*Clockwise from Top:* (1) Students at Navy Relief Society course take coffee break. (2) NRS students listen to lecture. (3) Students compare notes. (4) Lots of credit goes to the committee workers who put on the course. (5) NRS worker receives her 600-hour pin.





CHECKING UP—Neptune patrol plane flies low over junks as part of operation Market Time off coast of Vietnam.

## Frontline Sidelines—

*Rounding out the headlines from the latest news from Southeast Asia is this series of reports of varied Navy activity in Vietnam. ALL HANDS continues to report the background story that comes directly from ships and units on the scene.*

### Cited for Rescue

Two members of an outfit that does what it sets out to do have received combat decorations for rescuing downed aviators in North Vietnam.

Lieutenant Louis E. Thomassy, USN, received the Distinguished Flying Cross for heroism as copilot of a helicopter, attached to Helicopter Combat Support Squadron Two (HC-2), during two associated

rescue missions over North Vietnam on 6-7 Nov 1965. Chief George R. Gowen, USN, received the Navy Commendation Medal with Combat V as LT Thomassy's crewman.

The aircraft and crew were forced to fly into heavy small arms and anti-aircraft artillery fire to locate five downed aviators and aircrewmembers. The next day they managed to rescue two men from the top of a 4000-foot mountain, in the face of great personal danger.

HC-2 has rescued over 1500 people in its 18 years of operation.

### Angel of the Orient

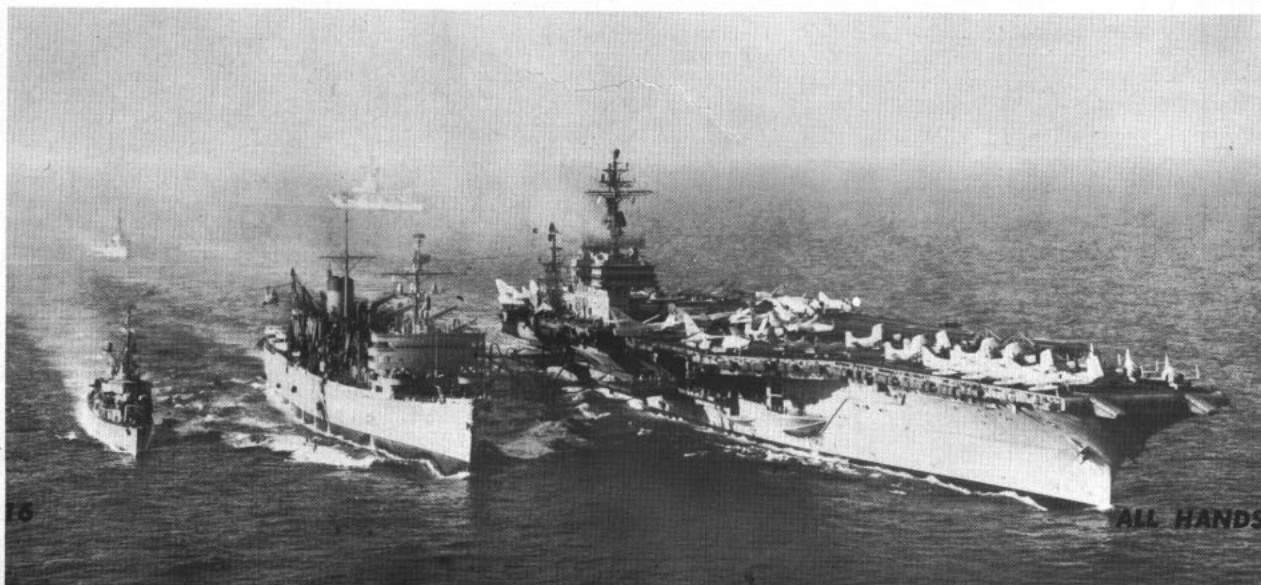
The Vietnamese jungles hold danger in many forms: A sudden burst of machine gun fire; a mine;

a man-made booby trap; an ambush. When an American fighting man becomes the unfortunate object of such activity, the call goes out for a medic. The Navy corpsman, clad in Marine fatigues, appears at the side of the wounded man, does what he can and, if the situation is serious, sends for a medical evacuation helicopter.

Soon the wounded man is picked up and whisked out over the South China Sea off the coast of Vietnam, headed for the Navy hospital ship USS *Repose* (AH 16).

The ship stands out on the horizon, white with red crosses painted on the hull and superstructure. After a gentle helo landing on board the casualty is offloaded and carried

THIRSTY—USS *Kitty Hawk* (CVA 63) and USS *Bache* (DD470) are replenished while operating on Yankee Station.





to a compartment where he is prepared for surgery. After a few minutes he is in the operating theater.

When the patient recovers from the anesthetic he is perhaps surprised to find himself in a real bed, covered with clean white sheets (probably the first he's seen in months), in an air-conditioned compartment. He might also be surprised to find a Navy nurse there, checking on his comfort.

The patient will remain on board *Repose* until well enough for return to his unit, or until transfer to a Stateside hospital, as the case may be. A life is saved, a delicate operation is performed. Many such instances will be repeated in a routine



**SWIFT BOATS** of PCF Squadron 101 speed through waters off coast of South Vietnam while on patrol to prevent enemy infiltration from the sea. The SWIFTs are 50-foot boats capable of operating at speeds in excess of 25 knots. Below: PCF Squadron's boats at home in their base on Phu Quoc.

# Vietnam

day on board *Repose*, the Angel of the Orient. (See also p. 21.)

## Filling Up on Kitty Hawk

Since the attack aircraft carrier USS *Kitty Hawk* (CVA 63) departed her home port of San Diego in October of last year, she has used more than 10 million gallons of fuel to keep her combat jet aircraft flying.

Keeping the ever thirsty aircraft flying is the job of 105 officers and enlisted men of V-4 division, who are directly responsible for the entire processing of aviation gasoline from the moment it is received in *Kitty Hawk*.

When the 82,000-ton carrier pulls alongside a tanker underway, her fuel hoses receive aviation fuel at the rate of some 5000 gallons per minute.

Between the storage tanks and the aircraft is a maze of purification filters through which the fuel must travel. Constant pressure is regulated at the 23 different pumping stations. Also, fuel samples are taken every 15 minutes to insure correct quality; these samples are then run through a highly sensitive contamination detector which can spot a particle one-fiftieth the size of a human hair.

Safety consciousness must prevail in these below-decks areas. All decks and ladders are of brass, to lessen the chances of a spark setting off an explosion. Smoking is not permitted,

and each storage tank is equipped with automatic thermostatic controls which will flood the area with CO<sub>2</sub> in just a few minutes should an emergency arise.

Topside there are 26 refueling stations on the hangar and flight decks. These stations can deliver 250 gallons per minute, and it is possible to connect more than one hose to a thirsty bird. However, it usually takes only five to six minutes to tank up one of *Kitty Hawk's* aircraft.

The V-4 division also plays an important part in damage control operations. Should an emergency arise where a section of the ship is flooded, V-4 can flood one of their

spaces below decks to compensate for the damage and maintain the ballast of the ship to keep *Kitty Hawk* on an even keel.

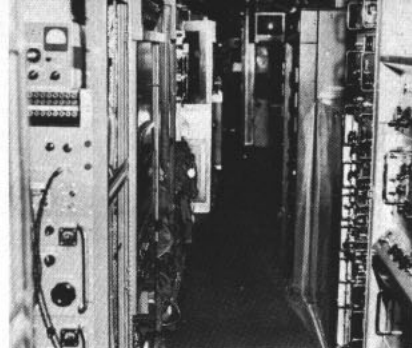
Many miles of pipelines and hoses, together with the pumping stations, are involved in this fueling network.

## Bolstering Coastal Force

A U.S. Navy tactic devised in South Vietnam over the last few months has sparked a new trend in the coastal surveillance force ships on patrol off the coast.

To prevent infiltration of arms, men and supplies to the Viet Cong by sea, surveillance force ships must have several virtues. They must possess long endurance on station,





**FLYING TV**—*Blue Eagle* has been broadcasting radio and TV in Vietnam. Inside shot shows gear used to transmit.

reasonably good habitability conditions, good radar and communications equipment, and must be able to pursue light enemy junks and sampans through the shallow waters off the coast and destroy the enemy vessels.

The solution was to team up radar picket destroyer escorts (DERs) with the new 50-foot high speed *Swift* boats and the 82-foot Coast Guard cutters.

The *Swifts* and cutters have the shallow draft and speed required to chase possible infiltrators through the shallow waters off the Vietnamese coast—where it is possible in places to wade as far out as two miles without getting your chin wet. And the five .50-cal machine guns and 81mm mortar of the cutters or the three .50-cal machine guns and 81mm mortar of the *Swifts* are more than adequate to destroy an enemy junk. But shallow draft means small size, which means limited range.

These limitations were overcome by using the 306-foot DERs as mobile bases, carrying spare crews, fuel, water and food for the smaller components. Thus, the cutters and *Swifts* can run in for a pit stop and charge out again refueled and resupplied.

In the case of the *Swifts*, a fresh crew can be substituted, a desirable

capability because of the beating a small craft takes while operating at high speed at sea. The larger cutters do not need to shift crews, since they can rotate the key watches among their 11 men on board. And since the larger, heavier cutters run at top speeds of about 15 knots—compared to 25 for the *Swifts*—the ride is not quite so rough.

In a 10-day trial of the concept, *USS Lowe* (DER 325) teamed up with USCGC *Point Comfort* and *Swift PCF 10*. The patrol area assigned was 100 miles from their normal operating base at An Thoi, Phu Quoc Island, in the Gulf of Thailand, the southernmost area of South Vietnam.

Two crews were assigned to the *Swift*. Once a day the boat rendezvoused with the *Lowe*, shifted crews, replenished supplies and held a briefing/debriefing session for the two skippers—all in 30 minutes—before resuming patrol.

The cutter, which needed less support, came in every three days for supplies at rendezvous points dictated by the tactical situation.

During the course of the patrol, *Lowe* guided the cutter and *Swift* toward areas where junks were concentrated, as determined by *Lowe's* radar.

A special advantage of the team

concept became obvious when the *Swift* and a small boat from *Lowe* were taken under fire by small arms from the beach while inspecting a suspicious junk. *Lowe* opened up with her three-inch guns to provide covering fire as the boats withdrew out of range.

By the end of the trial, all commands concerned pronounced the test a success, and the procedures worked out have been used both in the northern area, at DaNang, and in the central coastal area, at Vung Tau.

All benefited from the change of pace. Crewmen from *Lowe* took turns going along on *Swift* runs as supernumeraries, and one crewman has already requested assignment to a *Swift* at the time of his reenlistment. The men from the *Swift*, accustomed to the spartan tent camp at An Thoi, enjoyed the comforts of home: comfortable bunks, hot meals, showers, haircuts and a ship's store.

The only loser is "Charlie," the Viet Cong. Now it's going to be tougher than ever to sneak through the net of the Market Time patrols.

—Jerry Gross, LT, USNR

#### Port Mates Unite for Strike

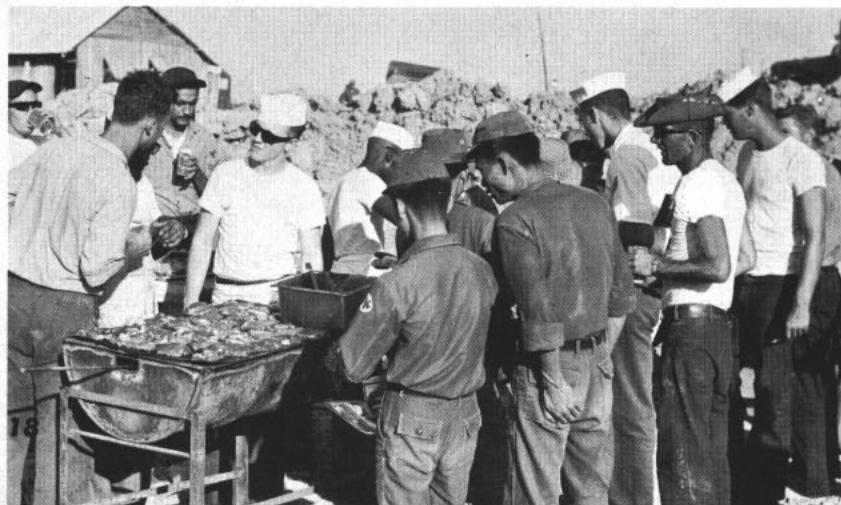
Eight ships from San Diego and Long Beach joined forces for a strike against Long Thanh peninsula in South Vietnam recently. They are units of the Pacific Fleet Amphibious Force.

Spearheaded by a Marine special landing force battalion, the assault was the first large penetration of the Rung Sat special zone, and the largest employment of U.S. forces in the southernmost region of South Vietnam.

The Marines waded ashore in a thunderstorm. A carrier and destroyer stood by to provide air and gunfire support.

The first assault wave landed near Dong Hoa by assault craft from the dock landing ship *USS Alamo* (LSD

**YOU ALL COME**—Crew of *USS Kemper County* (LST 854) held American cookout for Vietnamese Army and AF neighbors and crew of LST.





33). Because of shallow water the craft were required to travel over six miles from Task Force ships to the beach. Making the passage in darkness, the coxswains homed on beacons placed near the objective by frogmen.

As the landing forces established their positions, *uss Robison* (DDG 12) bombarded beach positions with five-inch shells. Then, with helicopters from *uss Princeton* (LPH 5) in the air, aircraft from *Hancock* (CVA 19) hit the landing zone with bombs and rockets. Throughout the day, supplies and combat equipment, including 105mm howitzers, were moved to the beachheads by small craft and helicopters.

U.S. Navy surface craft of Task Force 115 operated with *uss Belle Grove* (LSD 2), patrolling waterways around the objective area to prevent exfiltration of Viet Cong forces. The boats included U.S. Coast Guard cutters, Navy *Swift* boats and river forces of the Vietnamese Navy.

Other ships participating in the assault included *uss Pickaway* (APA 222), *Weiss* (APD 135), *Merrick* (AKA 97) and *Washoe County* (LST 1165).

—R. P. Benjamin, JO1, USN

### Cookout a la Vietnam

Cookouts are an American tradition, dating back to the time of the Pilgrims. In Can Tho, Republic of Vietnam, the Seventh Fleet tank landing ship *uss Kemper County* (LST 854) carried out this tradition as host to friends from two nations in true American country style.

This was an opportunity to relax, despite the surrounding tensions of war.

*Kemper County* was the first U.S. Navy ship to transit the Mekong and Bassac rivers in the Mekong Delta region en route to Can Tho. On her second such trip the crew used the occasion to celebrate, and invited the neighbors over for a spell.

After clearing space near where the ship landed, grills and tables were fashioned from dunnage. Steaks, hamburgers, hot dogs, potato chips, cold beverages and good ole Navy baked beans completed the picnic menu.

No sooner did the charcoal aroma fill the air than guests began arriving. Army and Air Force personnel of the Republic of Vietnam joined American advisors followed by the captain and crew of a Japanese-manned tank landing ship. American



**ON THE ROAD**—Seabee construction team conveys its equipment to a new working site in Vietnam. Vietnamese security force screens Seabees' advance.

civilians working nearby also joined the men of *Kemper County* in what they described as the best party they had attended in some time.

Transistor radios supplied the dinner music, and all joined in conversation, mirth and a few sporting games of horseshoes.

### TV From the Air

The first scheduled television shows in the Republic of Vietnam were broadcast by the Armed Forces Radio and Television Service from two specially equipped Navy *Super Constellation* aircraft early this year.

The two planes are home based at the Oceanographic Air Survey Unit, NAS Patuxent River, Md. One, known as Blue Eagle, has been in South Vietnam since early October 1965, broadcasting special radio programs to the ground com-

bat forces there and the ships of the Seventh Fleet.

On the first day of TV transmission, scores of TV sets in seven Vietnamese cities were tuned in to channel two for a three-hour feature. The show was recorded by volunteer TV, radio and movie personalities for the service personnel in Vietnam. The aircraft also transmitted a Vietnamese television program on channel nine.

The planes are designed to broadcast the two channels while flying at 12,000 to 15,000 feet. Blue Eagle is equipped with high power transmitters for both AM and FM transmission. The programing runs for about three to four hours a day, using programs donated by the major networks in the states.

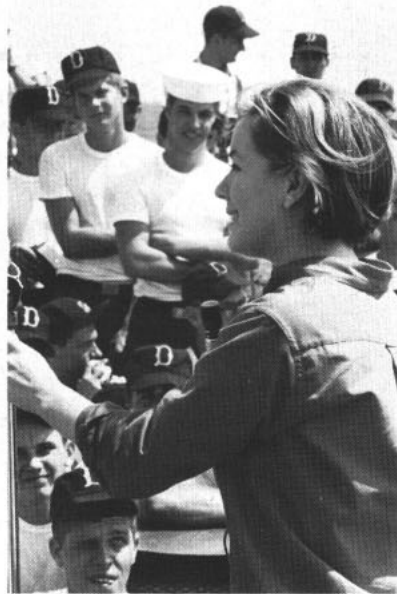
The airborne television stations are expected to be replaced by ground facilities when they are com-

**TANKS A LOT**—MCB Three Seabees construct a 3000-barrel fresh water tank that will supply the mobile construction battalion's base camp at Chu Lai.





**SHOW TIME**—Danny Kaye and Vicki Karr entertain destroyermen aboard USS Davis (DD 937) while on an entertainment tour of U. S. Forces in Vietnam.



pleted. As the eight planned ground stations are established and Vietnamese personnel are trained to operate them, the planes will act as relays increasing the broadcast radius of ground stations.

#### **Varied Haircutting Job**

Ship's Serviceman Second Class Joseph Price, USN, in addition to his regular duties as ship's barber, is the hairdresser for 18 Navy nurses, two Red Cross workers and a Medical Service Corps nurse. Aboard the hospital ship USS *Repose* (AH 16), Price also finds time to cut the hair of bedridden patients.

A normal day for Price is about 10 hours, but this figure sometimes is stretched to 14 hours over the scissors. He has cut as many as 80 heads of hair in a day.

Hairdressing for the nurses is done during off-duty hours. Thanks to Price's abilities as a hairdresser, the nurses don't have to resort to cutting each other's hair.

In addition to his primary job, Price is assigned an emergency station, which corresponds to a general quarters station on other Navy ships. He helps offload stretcher cases from arriving helicopters. Sometimes when emergency stations is sound-

ed, one of *Repose's* crewmen answers the call with half a haircut.

#### **They Keep Flying**

The green delta of South Vietnam lay behind as Commander Ken Shugart, USN, signaled his wing man to head for home. Minutes later, he was back on board USS *Hancock* (CVA 19).

CDR Shugart is commanding officer of Attack Squadron 212. On this particular day, his outfit struck Viet Cong trenches and bunkers, inflicting severe damage.

All planes returned safely from this mission. But once, the commander himself didn't make it back on schedule. He was on a mission near Vinh Son, North Vietnam. The target was on the coast, but at the time that he was hit, he was heading inland.

His first concern was to head for the relative safety of water. He had to avoid the junks along the coast before relinquishing control of the plane. When the aircraft started to shudder, the pilot pushed the ejection button.

Down the coast at DaNang, 120 miles away, an amphibian aircraft was on duty. The other men in the VA-212 flight sent back word that one plane was down. The commander climbed into his rubber raft, while overhead the planes provided cover and protection from the nearby junks.

About an hour later the rescue helo came into sight. It settled on the five-foot swells and skimmed over to the downed pilot. CDR Shugart climbed out of his raft and was soon safely aboard the helo.

—T. E. Sleeper, LTJG, USN

#### **Two Rescued From Sea**

Two downed fliers can thank the crew of the destroyer escort USS *Falgout* (DER 324) for rescuing them from the South China Sea. The two were in the water almost two hours before being picked up. They had just made their sixth bombing run of the day, striking reported concentrations of Viet Cong troops, when their plane was hit by ground fire. They ejected and landed 10 miles off the coast.

Both inflated their life rafts. They were in seas running six feet, and the emergency radio was not working.

When they thought they heard a helicopter, they threw out a smoke bomb and flares. *Falgout* spotted the signal and made the rescue.

**BACK HOME**—Swift boat returns to USS Belle Grove (LSD 2) after fight with VC.





AT SEA—Navy nurses stand formation as *USS Repose* enters Subic Bay.

## Navy Nurse at sea

**A**BOARD U. S. NAVY hospital ship *USS Repose* (AH 16) there are 19 Navy nurses, most of them volunteers, and for many it is their first trip in a Navy ship. They are looking forward to the travel and excitement that the months ahead will bring.

Lieutenant (jg) Leanna Crosby is typical of the Navy nurses aboard *Repose*. Miss Crosby, a graduate of the St. Luke's School of Nursing in Denver, Colo., has been in the Navy for two years and was previously stationed at the U. S. Naval Hospital, Oakland, Calif., before reporting aboard the hospital ship.

Like many nurses, she had worked in a stateside hospital for a year. Recognizing that she could work in her field and travel too, she decided to choose the Navy as a career. "The sea service is just what I was looking for and I enjoy the assignment. It also provides an opportunity to work in the best equipped hospitals," Miss Crosby said.

Her main duty is that of nurse-in-charge of *Repose's* orthopedic

ward, much the same as it might have been in a shore-based hospital. "After we've spent some time at sea, there is a tendency to forget that we are afloat, as treatment and care of patients is the same as in a shore-based hospital," she added.

In addition to her regular duties, she also instructs Navy corpsmen in nursing procedures, care of patients, and use of medical equipment aboard the hospital ship.

Nurse Crosby's feelings about her shipboard duty reflect the thoughts of many of the nurses aboard: "It is like living and working in a community where we have started our own society. The sea is very relaxing; I enjoy this type of duty very much and feel it is a choice assignment for a Navy nurse."

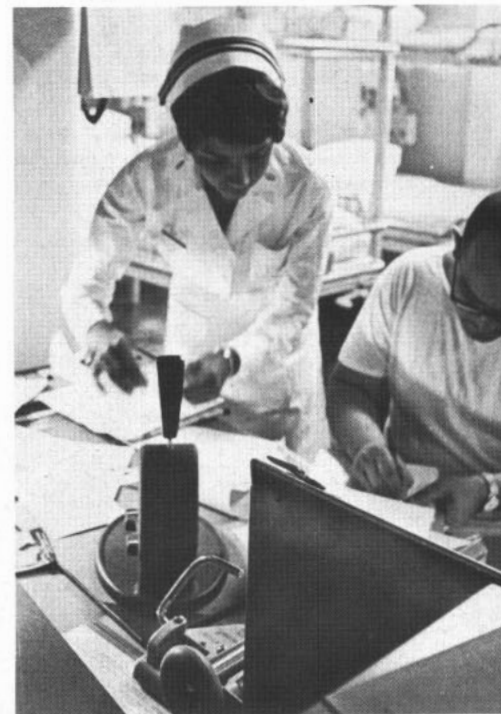
The ports *uss Repose* may visit in the future interest the nurses, and Nurse Crosby is no exception. She reads about different places and asks the travel veterans aboard what each place is like. "It is difficult to imagine many of the ports we may visit. There is always an air of excitement



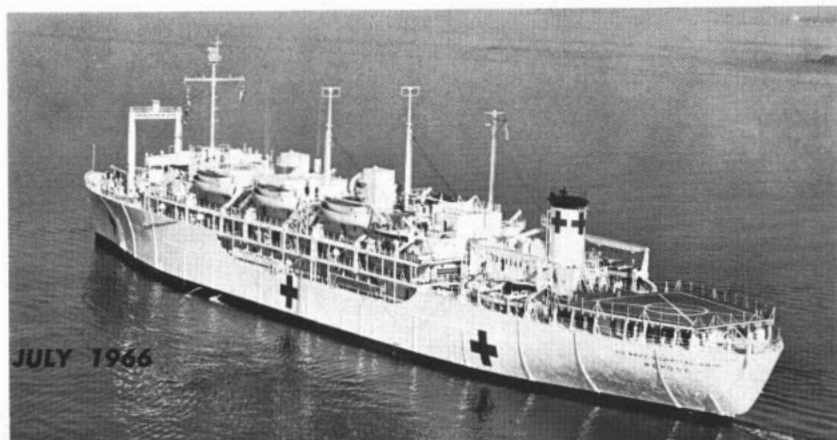
AT WORK—Navy nurse Crosby escorts patient from recovery ward. Below: Navy nurse Hill checks patients' medical records with corpsman.

when the ship heads for a new one," she exclaimed.

When asked about the other nurses aboard, Miss Crosby said: "It's like one big family; I have never been anywhere where nurses get along so well—they're just great."



STANDING BY—*USS Repose* (AH 16) sails along the coast of South Vietnam.





# Bowling Champs

North Atlantic area's Seaman Apprentice William Beades, from Naval Station Philadelphia, and Personnelman First Class Ginny Armstrong, of Naval Station Charleston, are the 1966 All-Navy bowling champions.

The two won their titles in the 18-game rollofs at U. S. Naval Training Center, San Diego.

In the race for the men's team title, NorLant placed four men in the top 10 individual spots to win over South Atlantic, Pacific Coast and Western Pacific areas, in that order.

SoLant women bowlers repeated last year's performance and successfully defended their championship title, placing bowlers in first, seventh and ninth. They were followed by PacCoast, NorLant and WestPac.

Beades claimed the top spot during the first day of bowling, when he rolled a game of 290 and a series of 724. He ended the day with a six-game total of 1354. His game and series won high awards in the men's division.

During the second day Beades dropped into second place with 2492,

and gave up his lead to teammate Senior Chief Yeoman (SS) William Flaminio, who rolled 2498. The last day proved to be the lucky one for Beades, as the final tally gave him a 3682 and first place. Flaminio dropped the ball and ended up in fourth place, giving second to teammate Yeoman First Class George Betts, with 3610, and third to SoLant's Aviation Machinist's Mate Third Class Edward Matzelle, with 3590.

Ginny Armstrong who, after the first day's results, was listed as seventh, with 1041, showed outstanding style and performance by moving into fifth place on the second day with 2093. She captured the title on the final day with 3244.

As Armstrong was climbing the ladder to success, WestPac's Chief Yeoman Ethel Debevec, CINCPAC, and PacCoast's Storekeeper Second Class Jo Watts, of Naval Air Station, Alameda, were fighting it out to keep the lead. Debevec led the first day with 1113, but fell into second place on the second day, scoring 2169, as

Watts took the lead with 2216.

PacCoast's Yeoman Third Class Dottie Morgan, NTC San Diego, jumped from fifth to third and back to fifth, trying to keep ahead of Armstrong and NorLant's Aerographer's Mate Third Class Margaret Schulte, Naval Air Station Lakehurst. Schulte captured fourth place the final day with 3132 and Morgan held fifth place with 3115. (Morgan took fourth last year.)

Armstrong, like Beades, walked away with high series by rolling a 626 and NorLant's Hospital Corpsman Third Class, Linda Snider, Naval Hospital No. 5, Philadelphia, won high game with 239.

In the men's division, the high game and high series were well established when Beades bowled his 290 game and 724 series; however, it was a different story in the women's division.

Morgan led the high series after the first day with 612, and NorLant's Personnelman First Class Margaret Cozad, Naval Station Newport, copied the high game with 226. The

**FIRST BALL**—Team captains roll the first ball to get the 1966 All-Navy Bowling tournament under way at San Diego.



second day's results did not affect their standings.

The third day proved to be too much for Morgan and Cozad, as Armstrong picked up the high game and Snider took over the high series.

With all shots made and all balls racked, the bowlers took leave of NTC's Sea Lanes, and retired to their quarters to prepare for the All-Navy Bowling awards banquet.

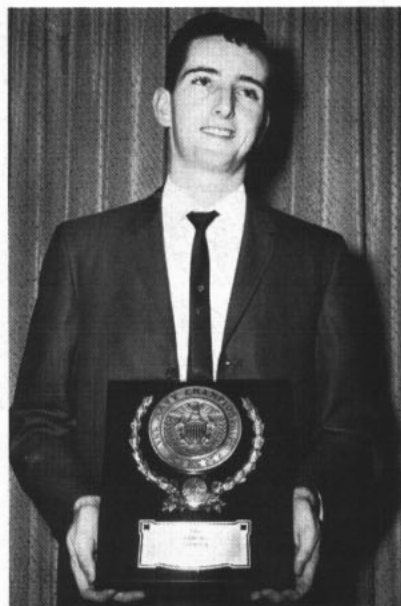
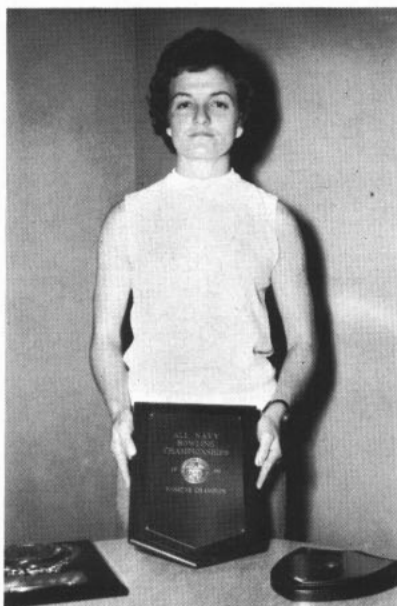
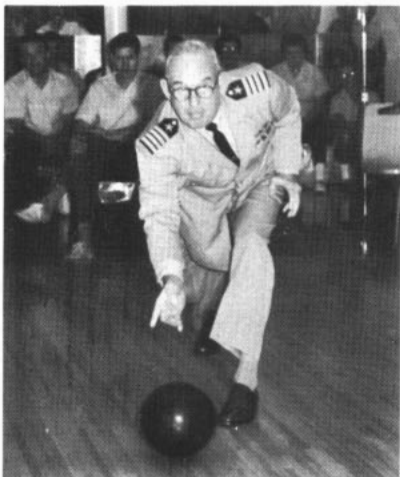
Commander L. R. Hayes, executive officer of Naval Administrative Command, NTC, presented the team and individual trophies. Also present was a BuPers representative.

Another All-Navy bowling tournament has come and gone, with the winners going home only a little bit happier than the losers, to sharpen their aim and eyes for the 1967 tournament.

The top 10 bowlers in each category were:

Men	
William Beades, SA, Norlant	3682
George Betts, YN1, Norlant	3610
Edward Matzelle, ADJ3, SoLant	3602
William Flaminio, YNCS (SS), NorLant	3590
Max Burke, AG1, Solant	3580
Russell Champion, ETN2, PacCoast	3528
Alan Crandall, SA, NorLant	3497
Charles Pierce, ATAN, Solant	3449
Elbie Butts, DMC, WestPac	3374
James Wilson, AZ3, PacCoast	3352
Women	
Ginny Armstrong, PN1, Solant	3244
Jo Watts, SK2, PacCoast	3231
Ethel Debevec, YNC, WestPac	3142
Margaret Schulte, AG3, NorLant	3132
Dottie Morgan, YN3, PacCoast	3115
Miriam Clark, AC2, Solant	3086
Jean Heath, LCDR, MSC, NorLant	3080
Linda Snider, HM3, NorLant	3067
Laura Core, DK2, Solant	3002
Laura Ebbs, YN2, PacCoast	2958

OPENING—Captain H. W. Hall, Jr., CO, Naval Administrative Command, NTC, San Diego, opens the contest.



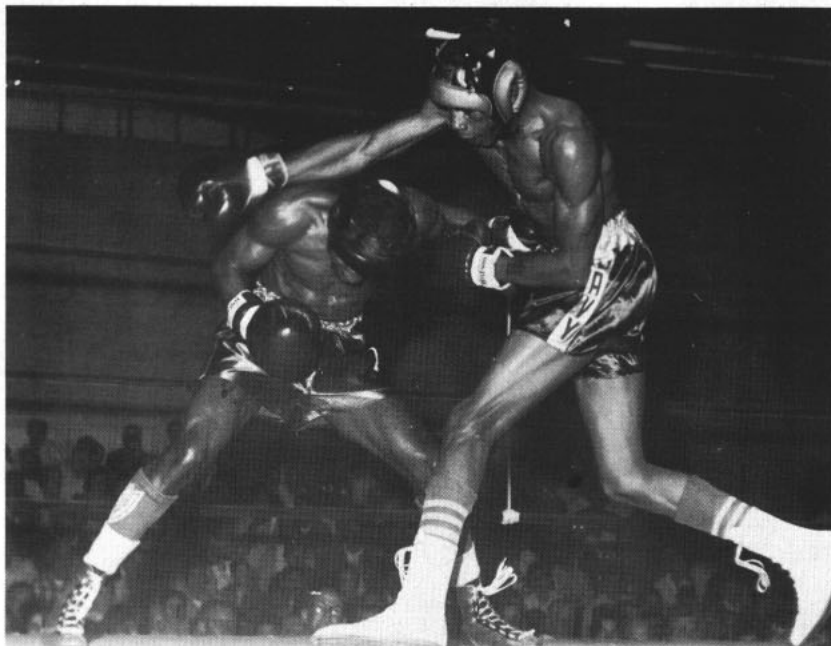
CHAMPS—Top pin buster among Navy men is All-Navy champion William Beades, SA, USN. All-Navy champion of women is Ginny Armstrong, PN1.



M. Clark, AC2. LT M. Carr G. Armstrong, PN1. L. Core, DK2. M. Hatch, YN1. THE BEST—South Atlantic team was winner of the women's team championship.



W. Flaminio, YNCS(SS). K. Lautenbach, ADJ2. W. Beades, SA. G. Betts, YN1. A. Crandall, SA. NORTH ATLANTIC men's team pose with their championship team trophies.



MISS A FEW—Al Robinson (r) and Charles Davis engage in mixup in finals of Interservice Boxing. Robinson won match, bantamweight title by decision.

## Plenty of Bounce in Judo Meet

**N**AVYMEN captured three of the available seven titles, took one second-place trophy and scored third-place wins in two other weight divisions in the first annual Interservice Judo competition.

Carswell AFB, Texas, was host command for the meet.

Navy's big winner was Larry Fryar, a third-degree Black Belt holder from HEDSUPPACTS Yokosuka. Fryar won the Open division championship, then followed up with another trophy as the meet's first Grand Champion.

The latter trophy was won in competition with the winners of all weight classes.

Willie Jones, of USS *Pinnacle* (MSO 462), was the other Navy winner. Jones, a second-degree Black Belt, won the 139-pound class.

In other action:

- Allen M. Masaoka, SA, of NTC San Diego, took second place in the 205-pound division. Masaoka, a first-degree Black Belt, was voted a second-degree belt as a result of his showing in the tournament.

- Billy Gene Williams, a BuPers yeoman, took third place in the 176-pound division. Williams had to default his semifinal match after suffering torn rib cartilage when he was thrown in a semifinal match. He had eliminated two Black Belts in the

meet before his default. Williams holds a second-degree Brown Belt.

- John C. Coons, HMC, won third place in the Unlimited class. Coons, a first-degree Black Belt, is stationed at the USN&MCRTC, Waterloo, Iowa.

As a result of the competition, Interservice Jones, Masaoka, Fryar and Douglas Sniffin were chosen to re-

present the Navy at the National AAU Judo championships in Denver. Chief Coons served as trainer/manager for the group.

Sniffin, who didn't place in the Interservice meet, was chosen to replace the injured Williams on the Navy roster.

No team trophies were presented in this year's Interservice meet.

## Navy Takes Two

Two Navymen won titles in the 1966 Interservice Boxing Tournament and two others almost helped them ruin Army's domination of the meet.

Richard Pettigrew, the perpetual All-Navy heavyweight champion, knocked out Bill Watkins of Army in 1:29 of the third round to win his title. It was the fourth Interservice crown for Pettigrew, who won similar honors in 1960-61-63 and was runner-up in 1964.

Bantamweight Al Robinson won his Interservice championship by a split decision over Charles Davis of the Marines. Robinson also won a unanimous decision over Howard Smith of the Air Force in the single-elimination tournament.

Two other Navymen, featherweight John Mayo and light-welterweight Talbert Anderson, were in the finals. Both lost close bouts to Army fighters. Had they won, Navy would have taken the team title.

In the team standings, Army won five titles, Navy and Air Force won two each, and the Marines won one.

**TANG TEACHER**—Commander John Kistler (foreground) teaches two classes in Tang Soo Do, Korean art of self defense, at Miami of Ohio. Classes contain NESEP and ROTC students, civilian students and university faculty members.





## Good Enough to Eat

In addition to a baking-pan full of individual awards for cooking skills, USS *Wright* (CC 2) and her commissary department received the two-foot, 50-pound silver award as "Best in Show" at the fifth annual Salon of Culinary Art and Exhibition in Norfolk recently.

Additional awards for individual categories included those for a ham, a turkey, three large cakes, and assorted pies, rolls, doughnuts, cookies and breads.

All the items exhibited were garnished in a tropical setting consisting of palm trees (edible), and flowers created from fruits, vegetables and food coloring.

It comes as a surprise to hardly anyone that *Wright* is also the Atlantic Cruiser-Destroyer Force's large ship entry for the Ney Award.

## Correspondence Courses

Three enlisted correspondence courses have been revised and are now available through the Naval Correspondence Course Center, Scotia, N. Y. 12302. They are:

- Basic Machines, NavPers 91230-E; supersedes NavPers 91230-D.
- Aviation Structural Mechanic E-3 and 2, NavPers 91622-1A; supersedes NavPers 91622-1.
- Air Controlman 1 and C, NavPers 91677-B; supersedes NavPers 91677-A.

## Space Capsule Takes to Air

When Gemini Eight splashed down 500 miles from Okinawa on 16 March, its flight time did not actually end. The Gemini Eight capsule was placed in flight once again—this time for slightly over 26 hours, the time required for a C-130E *Hercules* of the Naval Air Transport Wing, Pacific, to return the space vehicle to its original starting point of Cape Kennedy.

The capsule was carried nearly 11,000 miles by the same C-130E, manned at intervals by three separate NATWP flight crews. Accompanying the capsule were seven NASA representatives.

The journey home began in Naha, Okinawa, with an Air Transport Squadron Seven (VR-7) crew at the controls. Upon reaching Midway Island, a VR-22 crew took over for the flight to Travis Air Force Base, Calif. Another VR-7 crew met the plane there and flew the final leg to Patrick Air Force Base, Fla.

# FROM THE SIDELINES

THE TROPHY chasers at Guantanamo Bay, Cuba, are picking on the golf course. Since 28 Nov 1965, three holes-in-one have been scored there.

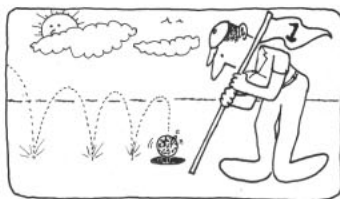
Domer E. Rowan, Chief Interior Communications Technician, was the first to sink a tee shot, on the 197-yard ninth.

Then on 5 Feb 1966, Chief Engineman V. Burford and Captain J. W. Sedlacek, DC, both connected for aces on the Gitmo course—and both made their shots on the same hole, the 105-yard 18th.

\*\*\*

The longest hole-in-one in recent months was scored by Captain David L. Harris, CO and Director, U.S. Atlantic Fleet ASW Tactical School, Norfolk, Va. His shot was 204 yards from tee to cup.

CAPT Harris may also be



nominated for the Tongue-in-Cheek Award, to place beside his hole-in-one trophy.

As the club professional authenticated his scorecard, CAPT Harris pointed out the following:

"It may be noted that my wife, Jane F. Harris, is the only witness. It is believed that this should be no deterrent to any recognition, since a wife can testify for, but not against, her husband."

He got the trophy.

\*\*\*

For you followers of bowling statistics, 13 BuPers bowling trophies have been awarded so far this year. Of those, only one was awarded for a perfect game; the others went to 600/700 series bowlers.

The lone 300 bowler is Thomas G. Fowler, Hospital

Corpsman First Class, of Naval Hospital, Jacksonville, Fla.

High man among the 700-plus bowlers is Lieutenant (jg) R. C. Shell, USNR, of Fleet ASW School, San Diego. Shell tallied games of 247, 257 and 246 for a 750 total.

Only one woman has in recent months received trophy recognition, but she has done it twice. Dottie Morgan, YN3, of NTC San Diego's Administrative Command, won her first piece of hardware with a 667 series (women must bowl 600 or better; men must roll 700).

Exactly three weeks later, she turned in a 615 series, qualifying her for a second award. In addition, the score helped her team win a match—by one pin.

\*\*\*

Athletes who place 124th usually don't receive publicity, but we recently heard of one who did. She's Roberta Bingay, 23-year-old wife of a Navy electronics technician.

The publicity came to the 5'5" blonde after she placed 124th in a foot race. But it was no ordinary race. It was the



annual Boston Athletic Association Marathon—26 miles and 385 yards of grueling cross-country running, from Hopkinton to Boston.

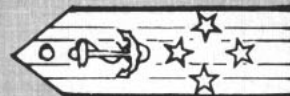
Mrs. Bingay is believed to be the first woman ever to finish the race, and perhaps the first in its 70-year history to run it.

But, though she was out of the running for a trophy, Mrs. Bingay has the satisfaction of knowing that she beat nearly 300 male competitors.

—Kelly Gilbert, JO2, USN



## FOUR STAR FORUM



### Suppose You Were CNO for Sixty Minutes

"SIR: To the 'Four-Star Forum' I submit the following comments and criticisms. . . ."

"After nearly four years in the Navy, it is my opinion that. . . ."

"Being CNO for an hour can be quite a burden, but honorable. So without delay I will fill it to the best of my ability."

"Discussion groups and question and answer sessions are in progress here and, we imagine, throughout the Navy, on the retention problem."

"You either like military life or you don't. If money were the prime factor for remaining in the Navy, how many thousands of career officers and petty officers would have departed long, long ago?"

"I have long felt that NavPers 792 was not being used to maximum effectiveness."

"Under the system of inspections used now by most commands, the men who are not ready for inspection are usually hidden from the inspecting officer by being placed on watch or a work detail."

"Your 'Four-Star Forum' is all very well, but what are you doing about it? Is it going to be anything more than a sounding board for pet peeves—What action is being taken?"

IN RESPECT to that last question—plenty. There's many a man in the Navy today who, when perusing the report of the SecNav Task Force in the May issue of *ALL HANDS*, can point to one of its recommendations and say to himself: "I had a part in that." Or, more likely: "Well! It's about time they did something. I told them so a long time ago."

You might be surprised at the serious consideration given your letters. Members of the SecNav Task Force, as one example, found them invaluable in their search for problem areas and possible solutions.

Any letter addressed to the "Four-Star Forum" had a rough time of it. First, several copies were made. A number went directly to the Task Force where they were distributed to the interested committees. A small proportion were selected for publica-

tion in *ALL HANDS*. Copies went first to the Bureau of Naval Personnel's Assistant Chief for Plans and Programs. We'll let the head, Policy Branch, tell you what happened to them:

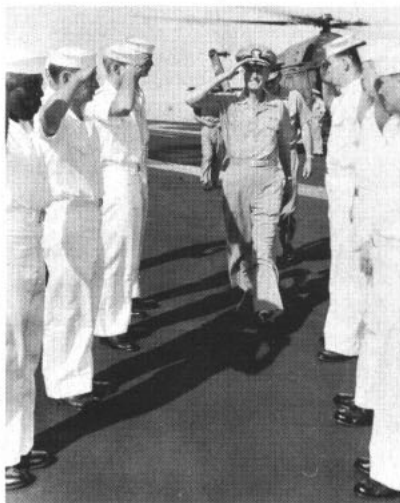
"Each of the letters is reviewed in the Policy Control Branch and a determination is made as to which bureau or office in the Navy Department might have an interest in the content. The letters are then forwarded to the cognizant bureau or, if appropriate, to more than one. Not all letters, of course, are answered by these bureaus, and the decision to answer or not, is left to them."

"Many of the suggestions contained in these letters are good—some are already being implemented, and the others were seriously considered before a decision was made not to do so. Each letter is reviewed by several officers."

FOR EXAMPLE, in the February issue LT W. E. Boley—among others—had a few blunt words to say concerning the enlisted evaluation system:

"The present system of enlisted evaluation not only produces inequities, but is responsible for an unnecessary and harmful semiannual writing contest throughout the Navy."

**ADM David L. McDonald, Chief of Naval Operations, is welcomed aboard USS Midway (CVA 41).**



It is unfair to Navy enlisted personnel."

More to the point, LT Boley goes on to discuss those factors which, in his opinion, are inequitable and makes concrete suggestions for their remedy.

He will be interested in Task Force recommendation No. 13, approved by the SecNav Policy Board (see May issue, page 48).

Many a letter echoed Thomas E. Burton, QM3, when he said: "Why shouldn't a single man have his choice as to where he wants to live and whether or not he should eat at the galley or ashore. If given the chance with comrats and BAQ, I'll bet that at least 25 per cent of the single men, E-4 and above, would find living ashore the same as the married men we work with. Is it really fair to keep us off the list?"

"Ever get transferred to a foreign duty station?" asks LT G. A. Bernier, USN. "Comes the big brochure with the orders which tells all about housing, sponsors, baby-sitters, temporary living allowance, cost of living allowance, temporary housing, and hospitality kits. Ever read one word about what a bachelor can expect? And then there's that dislocation allowance. . . . Try to make a move as a bachelor after 10 to 15 years in the Navy without it costing you a bundle!"

Quartermaster Burton, LT Bernier and their friends who feel the same way will find Task Force recommendations 64, 65 and 67 (*ALL HANDS*, May 1966, page 44) to be fascinating reading.

"Send all recruits to ships for six months after boot camp," urges John J. Abraham, CT1. "First three months would be general seamanship fourth month appraisal, selection and interview for Class 'A' schools. Fifth and sixth months, phasing into service schools and on-the-job training. A service school earned through one's own ability and initiative makes a better student."

"Establish a senior enlisted man in the Navy billet. He would be the enlisted man's representative on the Chief of Naval Personnel staff," adds

Petty Officer Abraham. (See Task Force recommendations 22 and 60.)

"The petty annoyances are the ones that drive most of the really good men out of the Navy." Gaylord L. Harvey, MM1, so reflects the feeling of many correspondents.

Recommendation 59 passes to the Naval Inspector General the responsibility of "identifying and eliminating those (situations) which unnecessarily demean the dignity and status of naval personnel."

**T**HAT'S ENOUGH to give you the general idea. This is not to suggest that every letter to the "Four-Star Forum" resulted in an earth-shaking, Navy-wide revolution. The suggestions had to bring to the attention of the Task Force a situation which needed revision and the problem had to offer the possibility of a solution. (At the present time, some problems still do not appear to offer any satisfactory solutions.)

Many suggestions were, of course, directly contradictory. One would urge a return to the old way of doing things; the next a radical departure in administration or operation. One would insist that his outfit was standing too many inspections; another would urge more, and tougher, inspections.

As stated in the May issue of ALL HANDS, letters to the "Four-Star Forum" played just a small part—but a significant part—in the numerous tools employed by the SecNav Task Force. Letters dealing with other matters than retention were brought to the attention of the activities concerned. It's interesting to note too that, over and over again, the same or similar suggestions might have come from more than one, sometimes several, individuals. That may be why your letter did not appear in "Four-Star-Forum."

However, the job isn't finished. Because of the many interesting, helpful, and often excellent suggestions contained in the letters which are still coming in, ALL HANDS plans to continue the "Four-Star Forum."

There is one point to bear in mind—before you write your next letter, sit down and carefully study the suggestions already published in ALL HANDS, as well as the SecNav Task Force recommendations appearing in the May 1966 issue. If the point you

want to make has already been covered, don't write that specific letter unless you have something more to add.

Few of us will ever claim that the Navy is a perfect organization. It's good, but it can be improved. So, let's get on to the new improvements. If your idea is a good one, it will be heard in the proper places.

With these points in mind, we proceed to the new series of "Four-Star Forum letters."

#### **Eliminate the Deadheads**

If I were CNO for 60 minutes, I would start by eliminating as quickly as possible every deadhead and problem child in the Navy. The goal I would demand would be quality personnel in a quality Navy. In short, I would make it tougher to get into the Navy and I would make it much easier for our skippers to eliminate those who do not carry a full share of the load.

My second project would be to lighten that load. The submarine commands have set a precedent which could well be followed by the

whole Navy. By doing away with much of the pettiness such as unnecessary uniform changes, unwarranted liberty restrictions, "on-board—on-duty" regulations, and similar irritations, the Navy as a whole could realize the same high reenlistment figures presently enjoyed by the submariners.

A man in the service at present is far too busy trying to stay out of trouble and live within the many regulatory restrictions to become truly dedicated to anything other than his own skin.

Neil W. Lundy  
MA1, USN

#### **Too Many Specialists**

What is the Navy going to do when there are nothing but specialists and technicians to run their offices and shuffle the paper?

The Variable Reenlistment Bonus is unfair and certainly a demoralizing factor for all Navymen except for the ratings involved. Just how much does the Navy plan to do for these technicians and specialists? They are already getting three variations

### **This Invitation from Topside Still Goes**

*Do you have a pet project you want to get off the ground? Do you have the solution to a problem that has been bothering you? The Navy is interested in hearing about it.*

*Now is your chance. The invitation comes directly from the Secretary of the Navy and the Chief of Naval Operations. The ideas of enlisted and officer personnel alike are solicited with the aim of improving efficiency, organization, operations, morale and esprit de corps.*

*What would happen, for instance, if through some small miracle, you were suddenly appointed CNO for an hour? What would you do? What steps would you take to make the Navy more effective? What policies would you initiate? What problems do you think are the most pressing? How would you, as a four-star admiral, solve them?*

*With the blessings of the Chief of Naval Personnel, CNO and SecNav, ALL HANDS is making available a portion of its space to a discussion of the problems—big and little—of the Navy today. What are they, and what would you do about them if you had the authority to act?*

*The rules are simple: Officers and enlisted, men and women, are invited to contribute. Your suggestions need not be sent through the chain of command; they may be forwarded directly to ALL HANDS Magazine, Room 1809 Navy Annex, Bureau of Naval Personnel, Washington, D. C. 20370. The best letters will be published and forwarded to the cognizant activity in the Naval Establishment for consideration and action. Sorry we cannot reply directly to your letters. (If you prefer that you be identified by initials only, please so indicate.)*

*This is a golden opportunity to provide a forum for your ideas.*

*The prize is substantial—the knowledge that you have made a contribution to the betterment of the Navy and the national defense effort.*

*Here is another installment. Keep your ideas and suggestions coming.*



of incentive (or pro) pay, and now the VRB! Other men work just as hard and put in just as many hours, if not more, under the same conditions, and they're lucky if they get a pat on the back.

I think a more realistic solution would be a "reenlistment endowment bonus" for everyone. It would guarantee a certain amount of money at the end of a first, second, third and fourth reenlistment up to 25 years for a maximum of say, approximately \$12,000.

The reenlistment bonus would decrease proportionately for each reenlistment. To receive the reenlistment endowment, a person would have to fulfill the contract and would have the option of drawing it out at the end of each enlistment or leaving it to draw interest until he completes his 20 or 25 years of service. Think it over, and you'll see that it makes sense.

John H. Owen, YNCS, USN  
Ent AFB, Colorado

## Blue and Gold for Active Duty Ships

If I were CNO, I would seriously consider the *Polaris* Blue and Gold system for all ships performing arduous sea duty. While this would call for a radical increase in manpower, the problem would be offset by the following advantages:

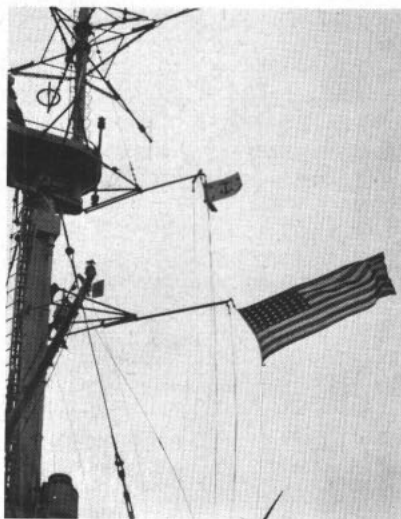
- It would double the size of our Navy at almost no—or very little—additional equipment cost.
- It would virtually eliminate the chances of a nuclear Pearl Harbor.
- It would allow men more time at home.
- It would permit those men at home to devote full time to training programs.

E. R. Little, RD1, USN  
Hamburg, N. Y.

## Exams in Combat Areas

If I were CNO I would remove the examination portion of the requirements for advancement in rate to pay grade E-4 for those men stationed ashore in a combat area. I feel these reasons would justify the action:

- Most men reporting to a combat area have been on the move for several weeks attending various schools and in transit. How are you supposed to study, or complete correspondence courses?



- The man is very often in a transient status at the time the tests are ordered.

- It frequently happens that when the previous command forwards the man's exam to the new command, the man has been ordered to yet another command. The exam just never catches up to the man.

- Administrative offices in a combat area are always overtaxed. The time required to prepare 624s is simply an extra burden. Consequently, many 624s contain errors—to the detriment of the man taking the exam.

- Conditions for study are poor.
- Transportation to an exam center is difficult.
- It sometimes happens that the man about to take an exam has been involved in a combat patrol the night before. This isn't conducive to a good frame of mind for the exam. And there aren't many sailors who will try to beg off a hazardous assignment to be in good shape to take an examination. (It probably wouldn't work anyway.)

I would retain all other requirements.

Lamar Smith, LTJG, MCS, USN

## Mandatory Completion of GED

One of the Navy's more commendable achievements in the field of education is the completion of high school by dropouts taking high school (GED) correspondence courses. GED offers a man an equivalent of a high school diploma and an opportunity to further his education through USAFI courses.

This is good, but I think there are men still unaware of the GED, and many who do know about it are too lax to make an attempt to get this diploma, or perhaps they don't appreciate its lifetime value.

Therefore, as CNO, I would make completion of the GED mandatory on the part of the new seaman before he is eligible to go on to another rating. The division officer will make sure that he finishes the courses. The seaman will be thankful in the end.

Many ships offer special or extended liberty to a lucky one or two persons at stated intervals, or at a time left to the man's own discretion. I would permit COs of ships or stations to authorize special or extended liberty to one man of each division each week. At one time or another during the year, each man would have his chance. I think it would boost morale by giving the men something to look forward to.

I would establish on a continuing basis an office which has the sole responsibility of considering recommendations or ideas concerning retention and other pressing Navy problems. I would sift through the ideas, develop the ones that make sense, and take appropriate action.

I would also suggest that our mothball fleet be used as shore schools for deck machinery and seamanship indoctrination of new recruits as a part of recruit training. Or individual ships or stations could send a quota of new seamen to such a school for one or two weeks as time permits.

Ralph D. Hall, YN3  
FPO, New York

## Take a Chance, But Get Results

As CNO for 60 minutes, I would:

- Require every individual in the Navy to produce results throughout his entire naval career. People with 24 years' service and not producing because of a short-timer's attitude should be judged unsatisfactory. Nonproductive personnel should be retired involuntarily or discharged (if they have not achieved satisfactory retirement qualifications).

Personnel performance evaluations should be based primarily on the individual's imagination, initiative and results. Too often, a non-career junior officer produces more and better results because he is not too concerned

about jeopardizing his career by using unorthodox methods to get the job done. Too often, the more senior personnel (both officer and enlisted) take the safest course of action possible, rather than endanger future promotions. Emphasis should be on the fact that careers and promotions are based upon willingness and initiative.

- Assign only competent and interested officers to naval district assistant and deputy chief of staff billets for USNR programs as well as COs and XO's of USNR training centers. Officers in such billets who do not produce should be replaced. Too often, such officers have been passed over and do not make sufficient efforts to conduct the programs effectively.

- Require USNR officers upon first entering a Reserve program to take a special course in instructor training and USNR record-keeping (both training and administrative) as their first two-week active duty for training period. Such a course would better indoctrinate new officers to the Reserve program and result in more productivity from them in their first years of participation.

Allen L. McNitt, Jr., LT, USNR

#### Advancement Points

I would take measures to make sure that personnel who have repeatedly taken and passed the examination for advancement will be advanced to the next higher rate, quota or not. That is to say, I would give an individual a credit of 10 points for every examination he passes and so, by his 10th try, if he is among those who fall in the PNA (passed not advanced) category, he would be fully qualified for advancement because on his 10th try, he would have accumulated 100 points, presupposing, of course, that he has fallen into the PNA category all the way.

Also, I would instill in the mind of every military man that in the modern Navy RHIP (rank hath its privileges) actually means MMHP (man makes his privileges).

Benny M. Javier, MM3, USN  
USS Tutuila (ARG 4)

#### Pro Pay for Corpsmen

I am a Hospital Corpsman on active duty in Vietnam and assigned to the 3rd Marine Division.



It is my understanding that only the critical rates are eligible for proficiency pay. The Hospital Corpsman is not included in this group unless he is serving in a nuclear submarine or in a similar program.

Of all the Navy personnel I've served with over here, only the Navy Hospital Corpsman was assigned TAD to this part of the world to beef up the medical support of the U. S. Marines, and yet not one of us is getting pro pay because we are not considered in the critical ratings.

J. F. Manning, HM2, USN  
A. Co., 3rd Marine Division

#### Equity and Pride in the Navy

If I were CNO for one hour, I would:

- Establish a cut-and-dried Seavey/Shorvey rotation plan for ALL enlisted men. There appears to be no greater personnel turnover in the enlisted grades E-6 and above than there is in the officer grades O-5 and above. Therefore, if a consistent rotation plan for O-5 and above can work, I would see to it that a consistent rotation plan for E-6 and above was made to work.

- If the needs of the service dictated a man's need to be at sea beyond his normal Seavey rotation date, he should automatically start drawing incentive pay until such time as he was sent ashore. Why? If a man cannot be sent to shore duty because he is needed at sea, he must be in a critical rating, thereby de-

serving pro pay of at least P-4.

- Mass recommendations by division officers for advancement in rating, as compared to the division petty officers' specific recommendations, are a proven failure. A man has to have pride in being a petty officer and that pride cannot be obtained by the division officer coming to quarters and saying, "Now all of you who want to go up for your next rate, hold up your hand."

- If I had no pride in the Navy, I would not be here. As CNO, I would exert every effort to instill this same pride in others, and if my juniors ever failed to do so, I would not hesitate to make their heads roll. I might have a small Navy for a while, but in 10 years I would have a bigger and more solid Navy.

When I cross that great divide into tomorrow, I will still be saying with great pride: "I gave my country and my Navy at least 20 good years of my life."

D. A. Wersebe, QMC, USN  
USS Utina (ATF 163)

#### Emphasizing Exam Scores

In response to "An Invitation from Topside," it is respectfully recommended that the total attainable score on advancement in rating examinations be raised to 90 points, and the multiple be lowered to 90 points. Presently, it is impossible for a 4.0 sailor with minimum time in service, minimum time in rate, and only one Good Conduct Medal to



score high enough to be advanced in my rating. I would venture to say that this situation is also true for other ratings.

This recommendation is made in the best interests of the Navy, since it allows high caliber enlisted men, qualified in all respects, to be advanced.

Carl J. Romo, YN1, USN  
Naval Administrative Command

## Shoulder Boards for CPOs

I am one of many CPOs who have been concerned about the prestige connected with the uniform of the chief petty officers. (The other prestige and respect applicable to the grade must be earned by hard work, and everyone worth his salt knows this, or should know it!)

At first I was strongly against second and first class POs being considered for the CPO-type uniform because, over the past 20 years, I have seen too many good men work (and worry) exceptionally hard to be allowed the privilege of wearing the "Hat" and the uniform that every career man aspires after. If the CPO-type uniform proves practical for the Navy and the second and first class POs, then I say adopt it, BUT don't allow the adoption of the uniform to detract from the prestige of the chief's uniform.

My suggestion is this: Put shoulder boards on the CPO khaki and white uniforms, anchor emblems on sleeves of blue uniforms, or retain the crow and hashmarks for blues only. This would allow removal of rating badges and hashmarks from the sleeves, true, but it would make the uniform

distinct from other petty officers.

Adopt the officer style white uniform for CPOs and do away with the "ice cream vendor" look of the present CPO white uniform. The shoulder board could display the CPO-type anchor alone for E-7s, anchor with one silver star for E-8s, and anchor with two silver stars for E-9s. It would not be hard to distinguish the CPOs from midshipmen or officers because gold braid shows on the leading and following edges of the present shoulder boards. The CPO's shoulder board would have the anchors (and stars if applicable) centered on the board and nothing would show on the leading or following edge. Nothing else would require a change unless I have overlooked something.

Maurice W. Battey, SHC, USN  
U. S. Navy Commissary Store

## TARs and Swaps

If I were CNO, I would set up a program whereby TARs could reenlist rate-for-rate regardless of whether they are on the open rates list or not.

As of present I have seen several persons take a discharge from the Navy because, to reenlist, they would have to take a bust just to go Regular. These people would gladly reenlist otherwise.

Why not allow these career-minded persons to enlist or swap with Regular Navy personnel. There are a lot of Regulars who would like a tour of TAR duty and may stay in the Navy for just such duty.

G. L. Weeks, BM2, USNR (TAR)  
Los Alamitos, Calif.

## Sea Duty and School Selection

If I were CNO for an hour, I would change the procedure for granting school quotas for recruits upon graduation from recruit training. I would make it mandatory for a man, unless he shows exceptional qualities in a given field, to go to sea and find out what Navy life is all about.

After serving aboard ship he has gained a general knowledge of the various ratings and what is required of each. He has been counseled or is striking for a particular rating, and at such a time he knows what he is doing when he requests a quota for the school of his choice. This, in turn, would give the men already at sea a better chance at getting a school.

I have been a career counselor for approximately two months and, in this time, have had five men who have been assigned to the division as mess cooks upon completion of recruit training, and who have orders awaiting schools, come to me and ask that their orders be canceled so they can get into a different rating. When questioned as to the reason, they would reply: "I didn't know what to ask for, so when the classifier mentioned a list of ratings available, I just said 'I'll take that one,' not even knowing what it was all about." Or, "My buddy said that was what he wanted to be, so I thought I would, too."

I personally believe changing this would remedy, to a degree, the retention problem with our first-term people. A man coming from sea to shore after such a tour would be more prone to say: "This is a pretty good outfit, I think I'll stay in." If you would take those five men, times the number of commands throughout the Navy, you would come up with an enormous figure, of which the great majority would be retained as they would be in a rating that they know and have a liking for.

Peter L. Sandfoss III, SK1, USN  
San Diego, Calif.

## Transfers and Liberty and . . .

If I were CNO for one hour:

- I'd set up a family type service, somewhat like the Air Force, for dealing with and assisting personnel on transfers to new stations; making sure they have all necessary papers,



shots, and information on new station at their disposal. I'd know that the biggest expense a serviceman can have, especially a married man, is the outrageous cost of moving to a new station, and that extra month's BAQ only pays for new curtains, and other items needed in his new home.

- I'd make sure that each man was reimbursed for any costs unforeseen by him or the Navy due to his transfer, and not his fault.

- I'd grant the authority to CPOs, or others who are acting in place of CPOs, to grant liberty (early) to men working under them. The CPO would be held responsible only to the division officer.

- I'd insure that each new man getting shore patrol duty was qualified, either through a school or on-the-job-training by a competent instructor.

- I'd issue policies that each commanding officer could act upon his own decision in granting longer liberties to his men. He could use this as a reward for deserving personnel or as a way to compensate for long times at sea.

- I'd insure that men who have dirty jobs to do while entering or leaving port would not have to be in the uniform of the day.

- I'd make each man drawing . . . oops, my hour is up. . . .

James C. Bennington, Jr., ETC, USN  
Rota, Spain

#### Communications Efficiency

If I were CNO, I would:

- Ensure that all radio traffic is essential to the support of the forces afloat, and to pertinent support commands. Large volumes of nonessential traffic are now handled by radio stations, overloading radio circuits and personnel. Such traffic as officer selection lists, and routine administrative messages could be handled quite efficiently by mail.

- Revise the system so that a command could discard messages which do not pertain to it. This would benefit small stations and ships, which have limited stowage space. Routine administrative traffic, such as weather messages, and daily SOPA traffic could be destroyed after 30 days, and general messages which have nothing to do with the individual command could be replaced by a tickler. Some general messages are



quite lengthy and this, in itself would save a lot of stowage space.

- Revise the distribution of publications and their corrections so the Fleet could maintain publications more easily. A recent example is a publication which had acquired more than 50 pen-and-ink corrections by the time the Fleet received it.

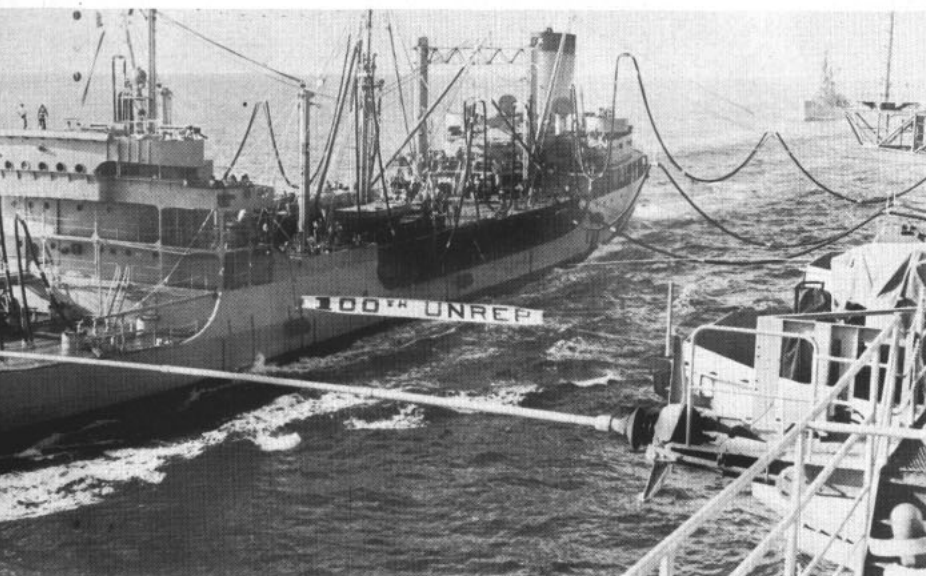
A method which is already being used in one publication would be most helpful in this respect. This is a weekly page change to the publication, which eliminates the need for general message corrections, and any requirements in their handling and stowage. This method of correction could be used in all publications which require frequent changes. Since the present method of

correction uses radio circuits, and the new method would be mailed, this would eliminate having to use radio circuits, tedious handling by communications personnel, and stowage requirements now necessary.

- Revise the class "A" school curriculum so that the student could be taught a few of his administrative duties, instead of so much electronic theory, which he seldom uses. This would include training in subjects such as familiarization with basic communication publications, proper handling and routing of radio messages, use of the authentication system, more circuit training, and more thorough study of actual shipboard procedures.

Louis Cherniss, RM3(SS), USN  
USS Harder (SS 568)

# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



**HUNDRED MARK**—Seventh Fleet carrier *USS Hancock* (CVA 19) receives her 100th replenishment since deployment to Vietnam from *USS Cacapon* (AO 52).

## NUC for *Diachenko*

The high-speed transport *uss Diachenko* (APD 123) has become the first PhibPac unit to receive the Navy Unit Commendation for action in Vietnam. The commendation was earned for exceptionally meritorious service from 24 May to 3 Dec 1965.

*Diachenko* was designed to carry underwater demolition teams, Marine raiders and reconnaissance parties. Built on a destroyer hull, the ship has a top speed in excess of 23 knots and carries a crew of about 150 men.

During the time covered by the commendation, *Diachenko* conducted three amphibious raids, four am-

phibious assaults and six beach surveys and beach reconnaissances in the Republic of Vietnam under combat conditions, and in some instances, under fire.

The citation credits *Diachenko* with, "... the first U.S. amphibious raids of the Republic of Vietnam counterinsurgency action against the Viet Cong." The ship also made pre-raid surveys and patrols, during which she intercepted local craft, interrogated their crews and neutralized those which were engaged in VC activity.

"The success of these raids can, to a marked degree, be attributed to the outstanding professional per-

formance of this vessel. Her ability to conduct clandestine beach surveys prior to amphibious assaults, although hampered by adverse weather and the presence of numerous fishing boats and junks, reflects the ingenuity, resourcefulness and esprit de corps of a well disciplined, fully trained combat unit.

"The superior team spirit, courage, professional competence and devotion to duty displayed by the officers and men of *uss Diachenko* were in keeping with the highest traditions of the United States Naval Service."

The award was presented for the Secretary of the Navy by Vice Admiral Bernard F. Roeder, Amphibious Force Commander.

## Home From Vietnam

High school bands play, majorettes twirl, planes fly overhead carrying banners, small boats cavort in the bay, and dignitaries make speeches. A ship is coming home.

Many Navy ships have recently returned to their home ports from Vietnam, always to a hearty welcome, and usually with statistics concerning their activities during deployment. Here are some of them.

- Destroyer Squadron 24, consisting of *uss Barry* (DD 933), *Hawkins* (DD 873), *Ingraham* (DD 694), *Charles S. Sperry* (DD 697), *Samuel B. Roberts* (DD 823), and *Vesole* (DD 878), to their Atlantic home port of Newport, R. I.

During their deployment, the ships fired more than 10,000 rounds of ammunition on Viet Cong positions. On their way home they stopped at Cochin, India, a rare port of call for U.S. warships.

- The dock landing ship *uss Fort Marion* (LSD 22), to San Diego. For over a month she was boat haven for the Navy boats being used in the offloading of merchant ships at Da Nang, also participated in two amphibious landings.

- *uss Magoffin* (APA 199), also of San Diego. She carried over 5000 troops during her deployment. The attack transport served as an ammunition ship, carrying over 800 tons of explosives to Da Nang. Her

## BUILDERS OF THE NAVY



Commander Howard W. Gilmore provided a classic example of bravery during World War II. In command of the submarine *Growler*, his ship—which had just sunk one Japanese freighter and damaged another—was fighting a surface engagement with a Japanese gunboat. Gunfire had badly wounded Gilmore and seriously damaged his submarine. To save his ship, he calmly ordered the bridge to be cleared, knowing that his own life would be sacrificed. Since time did not permit even the few seconds' delay needed to help him below, Gilmore's well trained crew unhesitatingly obeyed his order to "Take her down," and thus brought the damaged submarine safely to port.

Pacific cruise covered 27,854 miles.

- Long Beach-based *uss Valley Forge* (LPH 8). With six major combat operations to her credit, she also served as hospital ship for wounded Marines. Her sickbay accommodated 460 combat casualties, and her crew donated 320 units of blood.

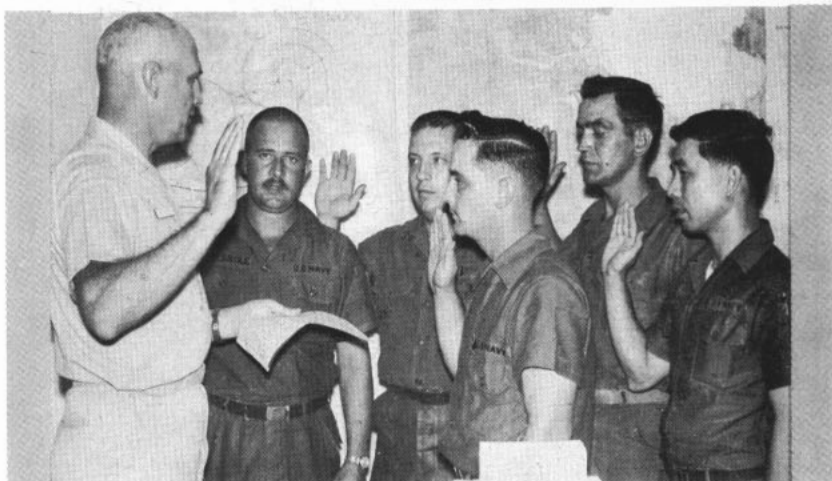
In one day's operation the amphibious assault ship pumped over 27,000 gallons of aviation fuel into 208 helicopters. She kept her tanks full by taking 27 underway replenishments.

- The dock landing ship *uss Monticello* (LSD 35) and the attack transport *uss Montrose* (APA 212), to San Diego. Both ships joined in several amphibious operations, including Operation Double Eagle, considered to be the largest amphibious landing since the Korean war.

- *uss Paul Revere* (APA 248), also to San Diego. She served as hospital ship during Double Eagle, also sent a team to a Vietnam village to set up a field clinic. About 300 people were treated, toys and food were passed out.

- Five ocean mineweevers, *uss Pledge* (MSO 492), *Esteem* (MSO 438), *Conquest* (MSO 488), *Gallant* (MSO 489), and *Illusive* (MSO 448) to Long Beach. They spent 72 per cent of deployment underway in the South China Sea, boarding and searching junks.

*Gallant* rescued wounded Vietnamese civilians who had been



**CHOOSE TO STAY**—Five members of Naval Support Activity, Da Nang, reenlisted as a group. NavSuppAct commander, RADM T. Weschler, read oath.

caught in a battle at the village of Ngan Ha. The crew administered emergency first aid as the ship evacuated them to a Vietnamese hospital.

*Illusive* detected almost 4000 junks and coastal transports, inspecting and/or boarding over 1100 of them in search of contraband.

### Swift Boats Deploy

Two high-speed 50-foot *Swift* boats chalked up the first long range operational deployment of small boats to be conducted in Vietnam. The newly-deployed craft conducted a 1000-mile patrol along the entire coast of South Vietnam in a 17-

day trip from Phu Quoc Island to the 17th parallel.

This first use of the *Swifts* was designed to test their operational capability to deploy and operate with other Market Time units in all areas of South Vietnam. They join destroyer escorts and minesweepers stationed along the length of the country's coastline as units of the Coastal Surveillance Force, aimed at stopping supplies to the Viet Cong by sea.

To extend their range, the *Swifts* reprovision at sea from larger Market Time units. Upon completion of the 1000-mile journey, the boats began a regular assignment off the northern zone of South Vietnam.



SEAPLANE tender *USS Currituck* hosts nest of Coast Guard patrol boats and Navy LST for supply replenishment.





A SPECIAL JOB—The OV-10A, a twin engine, prop-driven aircraft designed specially for counterinsurgency application, is being tested by the Navy.

### Chu Lai Interlude

Nobody would call the Marine Corps complex at Chu Lai in South Vietnam a good liberty port. It has few recreational facilities, the temperatures are high, with matching humidity, and modern conveniences are not in evidence.

There are no cities or villages nearby to provide diversion and the nights are punctuated with mortar, artillery and sniper fire with intermittent flares illuminating the night.

It is scarcely any wonder that about 450 Marines at Chu Lai didn't have to be invited twice when several ships from Amphibious Squadron Three invited them aboard.

USS *George Clymer* (APA 27), *Tulare* (AKA 112) and *Colonial* (LSD 18) were anchored close offshore near the sandy beaches landing men and supplies.

As soon as the Marine guests arrived on board, they enjoyed, what was for them, the luxury of a hot shower with fresh towels. This was followed by a hot meal approaching

banquet proportions and a double feature movie. Probably the most appreciated of all was an uninterrupted night's sleep on a soft mattress in an air-conditioned sleeping space.

While the Marines were resting, the ship's crews were hard at work off-loading ammunition, vehicles and weapons. Some of the crewmen had been shuttling to and from the ships for more than 30 hours without a rest or a hot meal themselves.

After a hot breakfast, the Marines returned to the heat, the humidity and the battles around Chu Lai, albeit in clean uniforms, and the crews made preparations to sail on other missions.

### Up and Down on *Ticonderoga*

Meanwhile, aboard USS *Ticonderoga* (CVA 14), LT(jg) W. S. Brougner's one hundred and first landing on *Ticonderoga* turned out to be the eighty thousandth for the carrier.

The lieutenant had just returned from flying a strike mission against Viet Cong targets.

### 70,000 Helo Landings

A pilot from Helicopter Anti-submarine Squadron Five set his SH-3A twin turbine helicopter down aboard the amphibious assault ship USS *Boxer* (LPH 4) recently and logged what *Boxer* claims is a record 70,000th helo landing on an LPH class vessel.

Since *Boxer's* conversion from a CVS to an LPH in 1959, she has outdistanced all other ships of her type in recorded landings, holding a score almost twice that of any other ship.

The landing was recorded during

carrier qualifications while underway in the Atlantic Ocean. HS-5 was preparing for a recovery mission for the first unmanned *Apollo* space shot.

The squadron has previously been active in space recovery roles during *Mercury I*, *Gemini II* and *Gemini V* missions. HS-5 helos picked up the first American astronaut in space—Commander Alan B. Shepard—as well as Colonel Gordon Cooper and Commander Pete Conrad after their eight-day flight in GT-5.

### Vietnam Cadets

The people-to-people program took an unexpected twist not long ago when two Vietnamese Air Force cadets, Vu Viet Dung and Nguyen Cao Hung, undergoing flight training at Pensacola, succeeded in saving the life of a local youngster.

While playing at Pensacola Beach, six-year-old Larry Folker was suddenly caught by an extra high wave and carried out to sea.

The two Vietnamese students heard the screams of a nearby girl and, while cadet Dung stood on shore and directed the search, cadet Hung dove into the water and began swimming out to the boy.

Hung finally found the boy about 100 yards from shore and took him in tow. Twice he lost him, but each time managed to recover him. Finally, he managed to swim safely to shore with the child hanging onto his back.

Vu Viet Dung and Nguyen Cao Hung, both natives of Saigon, have been in the Vietnamese Air Force for one year, and in the United States for about six months. During the six months before coming to this country, they underwent extensive instruction in English in South Vietnam. Before coming to Pensacola they received further English instruction.

After primary flight training at Saufley Field, the two Vietnamese will continue flight instruction at Whiting Field. Then along with other types, they expect to fly *Sky-raid*ers in the Vietnamese Air Force.

### A Helo Can Be Beautiful

Cite the helicopter as a sterling example of beauty and grace and your friends will probably give you a wide berth. But it depends on your point of view. If that point is low and waterlogged, the enthusiasm might be excusable.

Take, for instance, the case of Moises Serrano Martinez who probably never gave the whirlybird much thought one way or another.

Serrano first came to attention when the Coast Guard Station at San Juan, Puerto Rico, received word a man was in the water off Vega Baja. Serrano had fallen into the sea and attempted to cling to a coral cliff, only to be knocked down by towering waves.

Soon after receiving the word an

Albatross seaplane was airborne and on the way. After spotting the man and seeing the futility of attempting to land, the crew dropped a life raft. But Serrano, who had been fighting the sea for more than a half hour, was too weak to climb aboard. Exhausted, he merely clung to the side of the raft.

Meanwhile, a Navy whirlybird on a routine training mission from USS Guam (LPH 9) appeared over the horizon. Receiving a call from the Coast Guard plane, the helo changed its course and headed for the reef. A few moments later Serrano was aboard the helo and receiving first aid from the crew.

The helo took the injured man to Isla Grande Airport in San Juan and deposited him in the hands of two corpsmen who were standing by with an ambulance. Then the helo returned to its maneuver area.

### Checking a Sea Stallion

On the flight deck a number of specialists were gathered to witness the actions of a helicopter about to make a landing. For most of the viewers, it was the first time they had seen this particular VTOL system in flight.

The tests they had gathered to witness were packaged under a single, complicated-sounding label, CH-53A Helicopter Hangar Deck Handling/Compatibility Evaluation.

As the aircraft landed on the flight deck aft, the observers moved forward to greet pilot Lieutenant D. F. Mayers, USN, Naval Air Test Center, Patuxent River, Md.; co-pilot Lieutenant G. W. Mowery, USN, NATC; and flight crewmen MSGT C. A. Lamarr, USMC; MSGT J. A. Reid, USMC; and L. C. Ginchereau, ADJ1, USN.

But the performer which drew most of their attention in this evaluation was the prospective addition to the Naval and Marine Corps Vertical Envelopment Weapons Systems, the CH-53A "Sea Stallion."

The capabilities of this aircraft, if it passed all the tests, could be put to good use in an airborne assault. Its own empty weight is approximately 21,735 pounds and it is designed to deliver an 8000-pound payload 100 nautical miles at an air speed of 150 knots. It is capable of a maximum level speed of 170 knots.

The copter has the ability to hover at 6000 feet on a normal day, and is designed to maintain level flight



THE NAVY'S X-22A VTOL aircraft is seen here hovering 25 feet above the ground during its successful first flight at Niagara Falls International Airport, N.Y., in March.

Test pilots said that during the 10-minute flight the plane felt like and handled like a helicopter in hovering flight and that controllability was outstanding, with only minor control adjustments required during four landings and takeoffs.

The aircraft, being developed for the Navy and designed for tri-service use, has been designated VTOL (vertical takeoff and landing). It will be used in the Navy-managed portion of the tri-service research program to explore the mechanical and aerodynamic problems associated with the design, construction and testing of the dual-tandem ducted propeller design, and to evaluate its military potential.

A compact, high performance airplane, VTOL is powered by four turboshaft 1250-horsepower engines. Vertical takeoff is accomplished by rotating the ducted propellers to a vertical thrust position to provide lift. As altitude is gained, they are shifted to a horizontal thrust position for forward flight.

Piloted by a two-man crew, the aircraft is capable of carrying six passengers or a 1200-pound cargo load.

on only one of its twin turbine engines, even during heavy turbulence.

In addition, it is readily convertible to assume a twofold mission as either a cargo or troop transport.

In the case of the former, it can carry 8000 pounds of cargo its maximum distance and still be able to make its return flight with up to 4000 pounds of additional equipment.

As a troop transport, the CH-53A—still under evaluation and development for integration into Fleet Marine air units in 1966—can carry 38 combat-ready troops its maximum distance outbound to the assault point, and still load up to 19 troops for the return flight.

Loading of both personnel and equipment is accomplished through the aircraft's rear loading ramp.

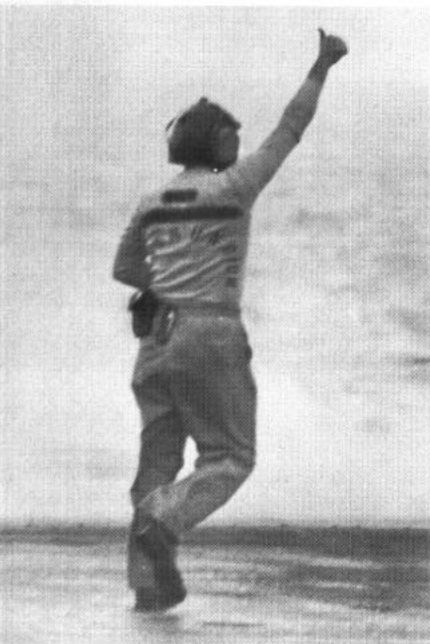
Features include an Automatic

Stabilization System, and watertight lower sections of fuselage, sponsons, and loading ramp that give the aircraft an ability to remain afloat indefinitely in the event of an emergency landing at sea.

The three blades on each side of the main rotor and tail assembly can be folded in a two-and-one-half minute operation, and unfolded in approximately 80 seconds. The aircraft's main rotor head is manufactured from titanium, while its cockpit canopy and nose are of molded plastic construction.

What does all this mean to Fleet requirements? It adds up to a hard-hitting, highly operative, all-weather, integrated weapons system which will be a valuable asset to the Navy's amphibious forces, in trouble-shooting operations of all kinds.

—R. J. Garcia, JO3, USN



Arm up for jerk.



Doing the monkey.



"Stay away, I need room."

**GYRATIONS**—Catapult officer of USS *Enterprise* (CVAN 65) appears to be doing modern dance steps on flight deck.

### Topeka Visits Davao

When the first liberty launch from USS *Topeka* (CLG 8) purred to the pier at Davao, on the Philippine island of Mindanao, members of the crew were all but bowled over by the red carpet as it came rolling toward them.

Top ranking officers of the ship were greeted by an emissary from the city who draped them with leis and drove them in a motorcade to city hall to pay official calls on the Governor of Davao province and the mayor of Davao city.

For *Topeka's* enlisted men, there was a dance to the music of a swinging combo from the ship with local beauties as partners. During the evening, there was also an exhibition of Philippine folk dances given by women dressed in local costumes.

For the officers, there was a buffet dinner reception given by local officials which was returned aboard *Topeka*.

There were also a public band concert by the *Topeka* show band in the city park, which was broadcast by the local radio stations, and a joint concert with the University of Mindanao Band at the university gymnasium. This was attended by hundreds of students who were dismissed early from their classes for the event. At both concerts, popular music from the States proved to be a show stopper.

*Topeka's* softball and basketball

teams played the leading teams from the city of Davao but the matches were inconclusive indications of relative skill. The basketball team won one and lost one while the softball team won two and lost two. After the games, the Davao teams treated each of their guests to dinner in their homes and a personally guided tour of the city.

For thousands of Davao citizens, a visit aboard *Topeka* was the highlight of her three-day stay. Each child who visited was made an honorary crew member and given a button to attest the fact.

For charitable organizations and schools of the area, there were 2000 pounds of Project Handclasp material in the form of books, food supplements, toys and candy which went to those who could make good use of it.

For both the crew of *Topeka* and the people of Davao city and province, it was a visit that neither would soon forget.

### Nuclear Subs Launched

Two nuclear powered attack submarines, *Sturgeon* (SSN 637) and *Queenfish* (SSN 651) have been launched. The two subs, of the new *Sturgeon* class, are 292 feet long, with a beam of 31 feet. Displacing 4600 tons, they will be capable of a submerged speed in excess of 20 knots.

*Queenfish*, second of her name,

was launched at Newport News, Va. *Sturgeon* was launched at Groton, Conn. She is the third sub to be so named. The first *Queenfish* (SS 393) and the second *Sturgeon* (SS 187) saw duty during World War II.

Both are scheduled to be commissioned in October.

### Win Dolphin Scholarships

Dolphin scholarships of \$500 each have been awarded to five high school seniors and two college freshmen by the Dolphin Scholarship Foundation. In addition to these scholarships, \$100 awards were given to three high school seniors for use during their first year of college.

The Dolphin Scholarship Foundation was established in 1960 to give deserving children of members and former members of the U.S. submarine service financial aid for college education. Since then, the foundation has given 28 scholarships.

Winners of the 1966 \$500 scholarships were:

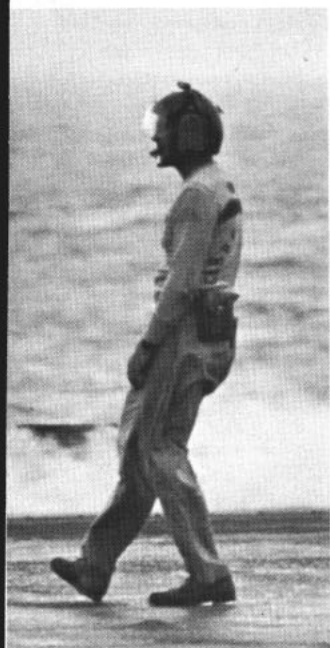
Jane Anne Ledbetter, daughter of Commander Robert Lee Ledbetter of Norfolk, Va.

Frederick Eugene Pennell, Jr., son of Chief Electrician's Mate F. G. Pennell of Hanahan, S. C.

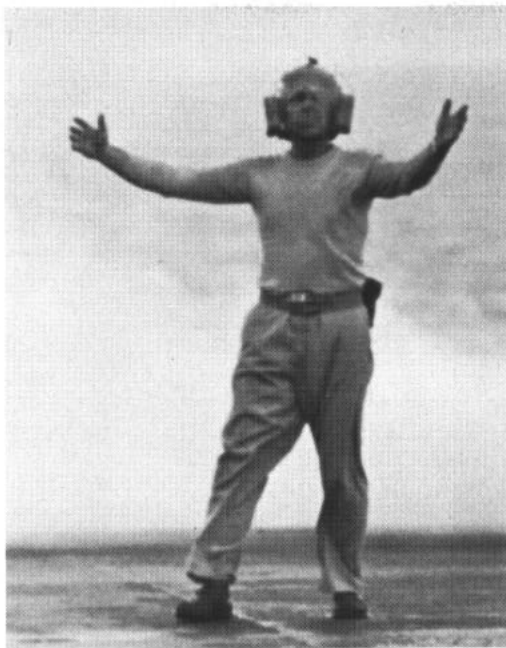
Lloyd Murray Van Lunen, Jr., son of Commander L. M. Van Lunen of Mount Pleasant, S. C.

Ann Benedict Smith, daughter of Commander L. S. Smith, Jr., of Charleston, S. C.





Slow jazz step.



Taking a bow.



Crewmen scurry for next act.

**ENTERPRISE**, serving with U. S. Seventh Fleet, was first nuclear-powered U. S. ship to serve in combat operations.

Henry Merryman Wilson, son of Commander J. B. Wilson of Charleston, S. C.

Kathryn Ann Hinson, daughter of W. P. Hinson, Warrant Officer, of Groton, Conn.

Betty Ann Beaver, daughter of retired Chief Engineman Thomas Henry Beaver of Newport Richey, Fla.

Those receiving \$100 awards were:

Michael Stephen Rathbun, son of Lieutenant D. R. Rathbun of Seattle, Wash.

Linda Louise Rawlings, daughter of Captain F. T. Rawlings of Groton, Conn.

Stephen Palmer Powers, son of Commander W. P. Powers of Norfolk, Va.

ter-claims, the crew consider her ballasting champion of PhibPac for 1965, and, in fact, the ship most often sunk in the surface Navy. While at DaNang, for instance, the ship ballasted 110 times.

### Ben Franklin Arrives

uss *Benjamin Franklin* (SSBN 640) the fifth *Polaris*-firing submarine to join the Pacific Fleet, reported at Pearl Harbor in April.

The Gold Crew, which brought the sub into Pearl Harbor Submarine Base, were met there by the Blue Crew.

*Benjamin Franklin* is the sixth ship to bear the name of the famous U.S. inventor, author and statesman. She was commissioned in October 1965.

### Flying on Skis

The Navy's Antarctic Air Squadron VX-6 takes pride in the flying time chalked up by its ski-equipped C-130s during a 31-day month. Using the squadron's computations, its four planes flew 1486.3 hours.

The flying time was accumulated even though two of the planes were unavailable for flight during a seven-day routine maintenance check in Christchurch, New Zealand.

Conditions at McMurdo Station are not exactly conducive to accelerated operations. There is no hangar space available, and all daily and line maintenance is performed while the aircraft are parked on a ski-parking lot with sub-freezing temperatures present to harass the crews.

### Ballasting Champs

After more than nine months in the Western Pacific the landing ship dock uss *Carter Hall* (LSD 3) has returned to Long Beach. During her deployment the ship carried men and equipment to South Vietnam, participated in two amphibious landings, aided in the salvage of uss *Frank Knox* (DDR 742) and served as boat haven in DaNang for three months.

During the tour the LSD ballasted over 200 times, semi-submerging to fill its bay with water, then embarking or disembarking boats, tanks, barges and vehicles. Pending coun-

LOOKING GOOD—Pacific Fleet grayhound USS *Shields* (DD 596) takes cruise.





Walter Irish, CMC, USN

Sam Fowler, SW1, USN

**OLD-TIMERS**—Navy Seabee instructors pose with antique automobiles that they have restored and now use to drive around the Port Hueneme, Calif., area.

### Some Like Them Old

Some people just aren't satisfied with ordinary bucket seats, stereo tape cartridges, and the fastback look. They want something that no new car on the market can give them: age.

Sam Fowler, SW1, and Walter Irish, CMC, both Seabee instructors at Port Hueneme, get their kicks restoring, then driving around in, early American automobiles. Petty Officer Fowler specializes in refurbishing the Model A. He has fixed six of them through the years, but has traded or sold all but his 1930 Roadster Pickup, which he drives back and forth to work.

Chief Irish likes the Model T. He has a 1916 Express Wagon and a 1926 coupe to occupy his spare time.

In case you've forgotten, the Model-T came before the Model A. The A, built from 1928-1931, was an improvement on the Model-T,

which was built from 1906-1926.

Being Seabees, the two hobbyists don't have too much difficulty obtaining spare parts for their antiques. If they can't get a part by advertising in magazines and catalogs, or at swap meets, they simply manufacture it.

The hobby is not exactly cost-free, however.

Chief Irish figures he has traveled almost 8000 miles in a two-year period gathering parts for his coupe. He estimates that his Express Wagon is worth about \$1800, although he has put only \$1000 into it.

On the other hand, Fowler has only invested about \$300 in his roadster, but he thinks it is worth between \$2000 and \$2500. According to him, there are only six other registered Model-A's like his. Five are in Pennsylvania, the other in California.

Although there is plenty of rivalry

between the two as to who has the better car, they agree on at least one thing—the savings on speeding tickets is tremendous.

### Kemper County Rides Again

USS *Kemper County* (LST 854) was instrumental recently in foiling a Viet Cong attempt to block the Saigon River about 22 miles south of Vietnam's capital city. It was the second such attempt made by the Viet Cong within five days.

When the LST heard reports that a self-propelled oil barge was under attack just a few miles away, she hastened to her aid. When *Kemper County* arrived on the scene, she found the small ship had been set fire by Viet Cong guerrillas who were raking it with fire from recoilless rifles and 50-cal. machine guns from a mangrove swamp at the river's edge.

*Kemper County* opened fire on the guerrillas with 40-mm rapid-fire cannon and 30- and 50-caliber machine guns. When her fire was not returned by the Viet Cong, she maneuvered close to the blazing barge which was adrift and abandoned in mid-channel, and started rescue and salvage operations.

The river's currents and restricted maneuvering room eventually forced *Kemper County* away from the blazing barge, but not until after the fires on the barge's deck and superstructure had been extinguished by the LST's crew.

Flames were still leaping from the barge's cargo of fuel oil, however, and a Vietnamese patrol vessel, LSSL 225, took the derelict in tow

**DESTROYER ROW**—Seven destroyers of DesRon 32 took time off from maneuvers for liberty in San Juan, Puerto Rico.



and beached her. Once the flaming hulk was beached, the smaller vessel was able to extinguish the fire in the hold.

Two Vietnamese crewmembers from the oil barge were treated by a *Kemper County* hospitalman for wounds received in the action and transferred to LSSL 225 for transportation to the medical facilities at Nha Be, South Vietnam's main fuel dump.

As the fire in the barge's hold was being extinguished, a U. S. Army helicopter circling the area noticed several sampans trying to slip into the river's main stream from a nearby canal. Units of the Vietnamese Junk Force were ordered to intercept the sampans and detain their crews for interrogation.

### Hospital In Da Nang

Thanks to Seabee persistence and a second try, there is now a new Navy hospital for combatants in the Da Nang area of South Vietnam. As 1965 drew to a close only the finishing touches remained, but the Viet Cong overran the construction site and destroyed with demolition charges eight of the nearly completed buildings.

The next day, however, the Seabees went back to work—this time clearing the debris preparatory to again starting construction. All during the November and December monsoon season the Seabees scoured southeast Asia to find substitutes for the material which had been destroyed and slogged through mud and rain to put up the buildings.

When the hospital admitted its first patient, it was equipped with modern surgical, X-ray and clinical facilities.

In the beginning, the hospital could handle 200 patients and it will have a 400-bed capacity when additional facilities are completed.

### Gray Ghost of San Clemente

The Pacific Ocean off San Clemente Island was a busy place in April as Operation Gray Ghost got underway. It was the first major Fleet exercise of 1966.

Ships, air units and support forces got a workout in many aspects of naval warfare which could become the real thing should ships and aircraft taking part deploy to the Seventh Fleet.

Aircraft from *uss Oriskany* (CVA 34) and *Constellation* (CVA 64)

conducted live bomb and rocket attacks on targets on San Clemente Island while surface ships bombarded the shore at San Clemente's Pyramid Cove.

Also at Pyramid Cove, surface attacks were made against remote-controlled small drone target boats which simulated PT boats. Ships also fired at towed target sleds and aerial target sleeves at sea while surface-to-air missiles were fired at aerial drone targets.

Aircraft carriers, cruisers, missile destroyers, destroyers, service force ships, amphibious ships and minesweepers took part in the exercise. Opposition forces consisted principally of submarines and air units.

### Wave Photographer

Miss Clara B. Johnson may not have been one in a million but she is, according to her reckoning, the only Wave warrant officer to wear aircrew wings of gold on her jacket. Miss Johnson was also one of two Waves selected for warrant officer last December from a field of 909.

The flying lady warrant officer, like many fellow Navy personnel came from the midwest—Kansas City, Mo., to be exact. After Class A photographer's mate school at Pensacola, she was assigned to duty at 12th Naval District Headquarters in San Francisco, Calif.

The job could scarcely have been more interesting in Miss Johnson's opinion. The time was during the Korean conflict and there was plenty to photograph.

The hours were long, but it was fun and Miss Johnson decided to make the Navy her career.

Other assignments and Class B School followed before she was assigned to Utility Squadron Seven

**STATESIDE AGAIN**—Navy men of *USS King* (DLG 10) line decks for return to San Diego after cruise.

based at North Island, San Diego.

To qualify as an air cameraman, Miss Johnson was put through the paces just like her male counterparts—airial photographic qualifications as well as regular aircrewman check-outs on the aircraft.

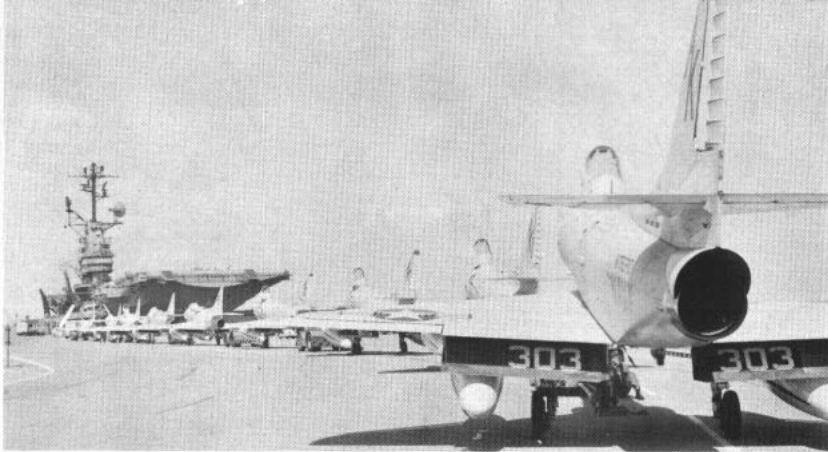
Whether or not Miss Johnson had second thoughts about the Navy as she was dragged across a swimming pool while escaping from a parachute harness or plunging into the drink in the seat of a dilbert dunker is not a matter of record.

Her job, however, has taken her from Kansas City, and from coast to coast in a number of unusual assignments. It would appear that the Navy gave Miss Johnson what she enlisted for—a career with travel and adventure.

**STEAMING HOME**—*USS Epperson* (DD 719) heads for Pearl after 7th Fleet duty.







**ALL ABOARD**—A string of A-4B Skyhawks line up to be hoisted aboard USS *Intrepid* (CVS 11) as the carrier readies to leave Norfolk for the Pacific.

### New Assignment in Pacific

The Norfolk-based antisubmarine warfare carrier *uss Intrepid* (CVS-11) is back in the Pacific, and, shades of World War II, she's there as an attack carrier.

*Intrepid* has begun operations in the South China Sea, where, as a platform for *Skyraider* and *Skyhawk* aircraft, she serves as a CVA, even though her designation as a CVS has not been changed.

The deployment marks *Intrepid's* first return to the Pacific since World War II, when as a CV she

earned five battle stars in campaigns from Truk to Okinawa. The "Fighting I" survived several kamikaze attacks at Luzon, and helped write a fiery finis to the Japanese Navy in the Battle of Leyte Gulf.

Among her more recent accomplishments was the safe recovery of America's first *Gemini* astronauts, Gus Grissom and John Young.

A CVS since 1962, *Intrepid* underwent some minor modifications, including changes in her bomb and rocket spaces, and a beefing up of her steam catapults to enable her

to operate the light attack aircraft.

For her Vietnamese assignment, *Intrepid* has embarked four squadrons of attack aircraft and a detachment of helicopters, all comprising Carrier Air Wing 10.

Flying the A-4B *Skyhawk* are Attack Squadrons 15 and 95, while VA 165 and 176 are equipped with the A-1H *Skyraider*. Units of Helicopter Composite Squadron 2 provide rescue services for the carrier and air wing.

*Intrepid* is the second Atlantic-based CVA to operate in support of Vietnam operations. The others are *uss Independence* (CVA 62), and *Enterprise* (CVAN 65). *Enterprise* is still there.

### Quick, Nimble, *Intrepid*

"Rig the barricade," the air boss yelled, Thirty-nine seconds later, the giant net was stretched across *uss Intrepid's* flight deck, and the Navy-men who did it had cleared the area.

This was fast work for the crew of CVS-11 who, last December, rigged the barricade in a brisk 44 seconds.

*Intrepid's* airdales are good at night riggings, too. Last March, they set the net in place in 54 seconds.

### Big Benn Again Wets Her Hull

Early one morning a lone man with a flashlight treads the bottom of drydock number one, peering intently at the fittings in the massive hull above him. He is the docking officer at the Long Beach Naval Shipyard, inspecting the hull of the 40,000-ton aircraft carrier *uss Bennington* (CVS 20).

The ship has been in drydock for 54 days, during which rudder bearings were replaced, anchors and chains were tested and repainted, the rudder was realigned and the entire hull below the waterline was sandblasted and painted. Now it's time to leave drydock.

Days before, men with slide rules, weather maps and tide charts calculated winds, tides and currents which would probably prevail during undocking. There was no room for error. A sudden gust of wind at a crucial moment could ram the carrier into the side of the dock.

Lieutenant J. J. Goodwin, usn, on the dock floor, conducts the final inspection carefully. From the time flooding starts — when the ship starts to float off its keel and side

blocks—until it is safely clear of the "sill," or mouth of the drydock, LT Goodwin will be responsible.

He climbs the stairs to a walkway midway up the side of the man-made canyon. He scrutinizes the hull for unpainted areas, loose lines and other discrepancies.

Meanwhile, a giant dockside crane rumbles up its track to lift the last pieces of equipment—a tractor and some scaffolding—from the dock bottom. Everything possible has been done to ensure a trouble-free flooding.

Now standing on the caisson, which is the barrier holding back harbor water, Drydock Officer Goodwin orders substation number one to commence flooding. A thousand feet away, at the opposite end of the drydock, a man at complicated instrument panels activates a switch which swings two six-by-eight-foot sluice gates open. Water starts to swirl into the dock.

Inside the carrier, watches and inspection teams search for any sign of leakage. They report to damage control central every 15 minutes.

The water continues to creep up the sides of the hull.

The team in DC central screens each report and relays it to the ship's superintendent, who is stationed on the flight deck, and maintains communication with the docking officer on the caisson via walkie-talkie.

If there are any leaks, the docking officer will make the decision on whether to stop flooding or "pump down."

When it has been determined that there are no leaks, the lines between ship and shore are parted, including water, electric and telephone cables. Bows and gangways are lifted and men stand ready to handle mooring lines. Ship emergency generators come to life. *Big Benn* is floating.

A formation of tugs moves in to move the ship from her close quarters. Progress starts slowly and cautiously, but eventually the bow passes the sill.

Weeks of preparation result in a successful undocking. LT Goodwin heaves a sigh of relief.

## Rounding Out Two Decades

The antisubmarine carrier *USS Kearsarge* (CVS 33), which made headlines as the recovery ship for Mercury astronauts Walter Schirra and Gordon Cooper, is celebrating her twentieth birthday this year. Her achievements were noteworthy even before the splash-down.

In August 1947, *Kearsarge* launched two of a new class of jet fighter known as the *Phantom*. This was the first time a jet fighter plane had taken off from a carrier at sea and landed at an inland base.

*Kearsarge* was decommissioned in 1950 and placed in the yards at Bremerton, Wash. After a 20-month conversion period, she was recommissioned as an *Oriskany* class carrier, able to handle faster, modern jet aircraft.

She joined Task Force 77 off Korea in September 1952, and served there until February 1953. During those six months, planes from her flight deck flew nearly 6000 sorties against communist forces in North Korea.

In the fall of 1954, *Kearsarge* took part in the evacuation of the Tachen Islands, 200 miles northwest of Formosa. Her aircraft flew cover missions.

She went into the yards again in July 1956 at Bremerton, where she received an angled flight deck and an enclosed hurricane bow. She was redesignated as an antisubmarine warfare aircraft carrier on 1 Oct 1958.

While cruising in the Western Pacific in September 1959, *Kearsarge* was diverted to Nagoya, Japan, which had been hit by typhoon *Vera*. For six days *Kearsarge* helicopters carried Japanese people to safety and the crew rendered all

## Showing the Flag in Faraway Places

Some sailors and ships find themselves in more unusual situations than others. Take, for example, the crew of *USS William C. Lawe* (DD 763) and the men of the COMCRU-DESFLT 10 and *USS Forrestal* (CVA 59) bands.

*Lawe* represented the United States at the eighth annual graduation exercises of the Imperial Ethiopian Naval College at Massawa, Eritrea, Ethiopia.

The bandmen from COMCRU-DESFLT 10 and *USS Forrestal* were transported by magic carpet (in the shape of a plane) from the Med to Massawa for the occasion.

The graduation exercises lacked nothing in pomp and circumstance. King Olav V of Norway and Ethiopia's Emperor Haile Selassie I re-

viewed marching units of the participating countries and each of the year's graduates was presented with a sword by King Olav.

After the ceremonies, the parade ground was converted to an outdoor banquet hall where the distinguished guests enjoyed Ethiopian cuisine.

*Lawe* also participated in a naval demonstration involving tactical maneuvers with ships of all nations represented and later joined them in forming an international screen to escort the Emperor's ship on its return to Massawa.

The ceremonies ended with athletic events in which athletes from the U. S. Naval Communications Station at Asmara, Ethiopia, as well as *Lawe* took part.

possible assistance to the disaster victims.

In the summer of 1964, *Kearsarge* deployed on her ninth Far East cruise. Her routine cruise was interrupted when she moved to the South China Sea to provide protection for units of the Seventh Fleet, which had been attacked by communist PT boats in the Gulf of Tonkin.

*Kearsarge* presently operates with the First Fleet.

## Castor Joins Over-25 Club

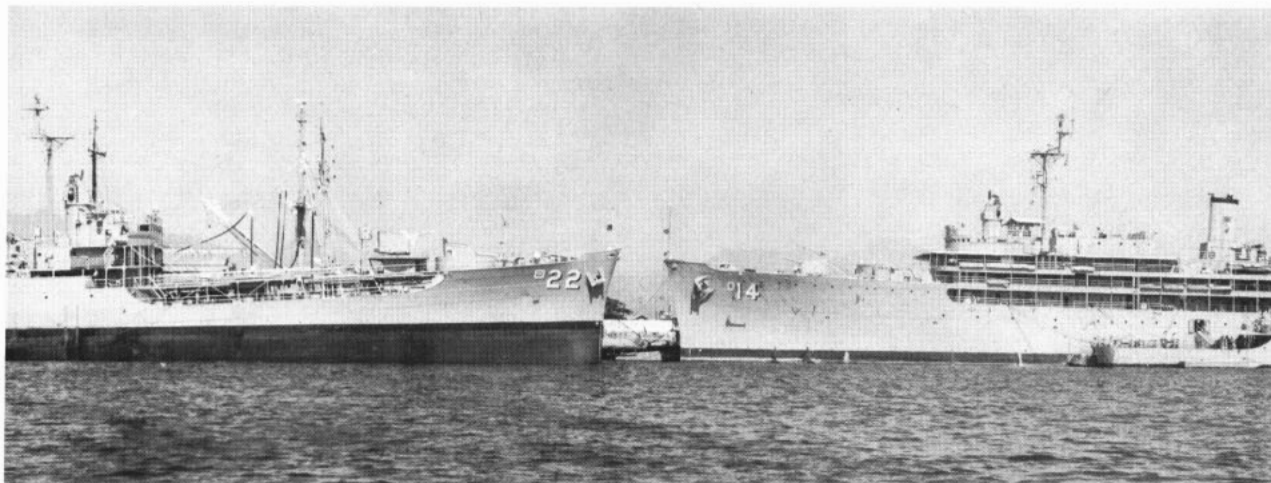
*USS Castor* (AKS 1) has joined the over-25 club. The ship celebrated her 25th year of commissioned service in Sasebo, Japan, while undergoing a regularly scheduled overhaul.

*Castor* originally went to sea as *SS Challenge*, but was then purchased by the Navy, converted to an AKS,

and commissioned on 12 Mar 1941. She soon began serving in the Pacific and was one of the survivors of the Pearl Harbor attack in December 1941.

The ship served in the Pacific throughout World War II, the Korean conflict and the French-Indochinese crisis of 1954. Since 1956 she has been homeported in Japan and has become a familiar sight to most ships in WestPac.

When the present overhaul is completed, *Castor* will have a helo deck for vertical replenishment. She will also receive all new communications spaces and equipment, a modified superstructure with additional bridge space, renovated messing and berthing spaces and a combination of new and rebuilt ship's service equipment.



OLD SALTS—*USS Cimarron* (AO 22) and *USS Dixie* (AD 14) have a total of 53 years of active service with the Fleet.

Brief news items about other branches of the armed services.



**THE STRIKE**—Diving on military targets in North Vietnam, an Air Force F-105 *Thunderchief* fires rockets.

A NEW ARMED HELICOPTER, the *Cobra*, is scheduled to replace the Army's current UH-1B. Its mission, like that of the UH-1B, will be to escort troop-carrying helicopters and provide suppressive fire in landing zones to support air mobile operations. First deliveries are expected by mid-1967.

The new chopper will have greater range, speed and carry a greater weapons payload than its predecessor. The greater performance and maneuverability will be achieved because the *Cobra* will use a new streamlined fuselage. Its transmission, engine and rotor system will be the same as used by the UH-1B.

The *Cobra* can be deployed directly from the production line to field units without the need for retraining pilots and mechanics and can use many of the spare parts now available in the field.

These features will enable the Army to employ the *Cobra* with a minimum of expense and impact on its supply and training base.



**AIR TAXI**—U. S. Army Huey 'slick' ships deliver Vietnamese troops to attack the VC in Delta mountains.

A BROADLY BASED STUDY of polar icebreaker design looking toward the replacement of the 23-year old WIND class icebreakers has been undertaken by the U.S. Coast Guard.

The study will cover all advances in icebreaker design and propulsion made available by modern technology. Special consideration will be given to propulsion systems to determine whether improvement can be made upon the present diesel-electric system. The possibility of using nuclear energy will also be studied.

The Coast Guard has also requested proposals from commercial firms to conduct an economic and engineering study to consider nuclear power, with comparisons being made on a basis of cost, ability to meet operational requirements and the effect of propulsion systems on the ship's design.

Supporting facilities and training programs needed to operate and maintain nuclear-powered ships will also be considered.

If the surveys show nuclear propulsion should be used, a study will then be conducted to determine the most suitable type of nuclear power plant.

★ ★ ★

FROM ARSENAL TO AIRCRAFT in one step is the way the Air Force intends to transfer its bombs in the future. A small four-wheeled dolly, which will eliminate several devices currently used in bomb-handling, is being developed.

The proposed dolly would serve as a mobile cradle for storage and shipment of a bomb, then as a vehicle for movement to the aircraft. Its self-contained power system would then lift the bomb up to the aircraft's bomb shackle.

This elimination of intermediary steps is expected to supplant at least three major items of bomb-handling equipment.

The dolly would handle any weapon or package of weapons weighing up to 7000 pounds, and would service mainly fighter-type aircraft.

A prototype is to be built and tested by the Air Force Weapons Laboratory at Kirtland AFB, N. Mex.

★ ★ ★

A MOBILE WAR ROOM which can be pulled overland by a truck tractor or carried aloft by a transport aircraft has been developed for the Air Force. The flying war room is mounted in a rolling van. When the wheels are collapsed, this van fits snugly into the cargo area of a C-130.

The mobile war room is called ABCCC by the Air Force. The abbreviation stands for Airborne Battlefield Command and Control Center. The Air Force has ordered two of the 47-foot vans.

When the vans are received, they will be used by joint force battle commanders. From the completely equipped and air-conditioned center they will direct joint forces in a strategic area.

Each of the vans will accommodate two general officers and their staffs. It can be installed in its specially modified C-130 in less than two hours. When the van is on the ground, the cargo plane can be used to ferry cargo and troops.



AAFSS, THE FIRST HELICOPTER conceived and designed exclusively as a weapons system, is under development by the Army. Designed to replace armed helicopters now being used, the Advanced Aerial Fire Support System will be capable of cruising at more than 200 knots, will have a two-man crew and will mount various combinations of weapons, including machine guns, grenade launchers, rockets and antitank missiles. It will escort troop-carrying helicopters en route to objective areas and provide suppressive fire in the landing zones during air mobile operations. It will have an all-weather, day and night operational capability.

The helicopter will be powered by a 3400-horsepower gas turbine engine. Ten prototype vehicles will be manufactured and tested under a contract recently awarded by the Army.

★ ★ ★

THE HELP OF MORE individuals from within the scientific community will be enlisted to strengthen Air Force investigations of unidentified flying objects (UFO).

The decision to enlist the aid of university scientists and other scientific leaders was based on a recommendation by the Air Force Scientific Advisory Board which reviewed the Air Force program to investigate and evaluate UFO reports.

The investigation committee recommended expanding the program to include studies by independent scientists of selected sightings. Thousands of UFO sightings have been investigated and satisfactory explanations have been found for all but a few hundred.

The committee found no evidence indicating that unidentified flying objects are a threat to national security.

Funds for the continued study of UFOs will be requested for fiscal years 1967 and 1968.

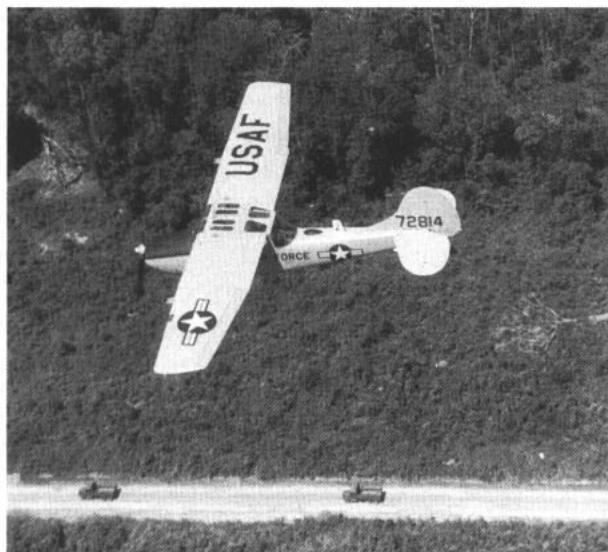
★ ★ ★

A BOAT POWERED by water-jet instead of conventional propellers is being tested by the Army as a means of increasing its mobility in swamps and shallow waters.

The craft is capable of carrying a capacity 2000-pound load at a speed of 20 mph in water nine inches deep. Empty, the aluminum-hulled boat can travel at



**JUNGLE DUTY**—Members of Army's 173rd Airborne Brigade lay a base of automatic fire with M-16 rifles.



**GUARD PLANE**—Air Force O1-E Bird Dog rides shotgun for convoy as precaution against ambushes in Vietnam.

30 mph. Approximately 23 feet long and nine feet in the beam, it weighs 3400 pounds.

Its water-jet propulsion is driven by a 280-hp gasoline engine. A special weed chopping mechanism in the water-jet inlet permits operation in heavy vegetation.

In addition to the water-jet boat, the Army also is testing air-boats for increased mobility in shallow, weed-infested water.

★ ★ ★

EJECTING BOMBS from the top of an aircraft instead of dropping them from a bomb bay or from pods beneath the wings is currently being investigated by the Air Force.

This concept of delivering weapons has been established as part of a study by the Air Force Systems Command to determine new suspension and release ejection methods which would permit today's high-speed aircraft to attack at extremely low altitudes.

Engineering studies indicate upward ejection would increase bombing accuracy, provide more time for the delivery aircraft to escape from the blast of the detonating bomb, and generally prove a more practical technique at low altitude.

Either conventional or nuclear weapons could be used and the technique could be applied to any low-altitude attack mission. Such missions are safer for pilots who would be exposed to ground fire for a shorter period of time.

The system is now being tested by the Air Force Weapons Laboratory, Kirtland AFB, N. M. In principle, the system is similar to a pilot's ejection seat. The weapon rests on a platform connected to two vertical parallel cylinders by tie rods. Gas generated by a propellant cartridge is transmitted through a manifold system to the pistons in the cylinders which in turn accelerate the platform.

# THE WORD

## Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

### • MORE E-8 ADVANCEMENTS—

Ninety-one E-7s selected as alternates from the July 1965 advancement exam have been advanced to E-8. The action, which resulted from monitoring of the on-board manning levels as compared to authorized personnel strength, is in keeping with BuPers policy to advance the maximum possible number of personnel in each advancement cycle.

Those selected had successfully participated in the July 1965 Navy-wide examination but were not advanced previously due to existing ceilings.

Appropriate certificates of permanent appointment will be forwarded to the individuals from the Chief of Naval Personnel.

### • WARRANT & ENSIGN SELECTEES—

The selection board convened by the Secretary of the Navy on 15 February announced its choice of Navy men and women to be appointed to warrant officer, W-1, or to receive training which will lead to an ensign's commission in the unrestricted line or the staff corps of the Regular Navy.

Selections were made contingent upon the selectees' fulfilling all administrative and physical requirements.

Inasmuch as final appointment to commissioned or warrant status is

not necessarily assured simply because initial selection is made, selectees should not take steps such as ordering uniforms or selling their homes until their appointment is actually in hand.

Warrant officer selectees who draw pro pay as enlisted men may, if they desire, include proficiency pay as an item in computing saved pay after their appointment. This choice, however, is subject to approval by the Chief of Naval Personnel, who must be satisfied that the candidate will continue to use the skill for which pro pay is authorized after he becomes a warrant officer.

Those who want pro pay included in their saved pay computation should forward their request to the Chief of Naval Personnel (Pers B-223) at least 30 days before the effective date of their appointment.

The appointments of warrant officer selectees will be mailed to their commanding officers on or near the selectees' date of rank and appointment will normally be made at the appointees' duty station.

Non-aviation male warrant officer selectees will be ordered to the Officer Candidate School at Newport for six weeks of instruction. Women, on the other hand, will attend an eight-week course at Newport, and aviation selectees will be ordered to the Naval Air Station at Pensacola for eight weeks of instruction.

Integration selectees will be appointed after they have successfully completed Officer Candidate School at Newport. Men will attend the general line officer course at Newport for 16 weeks. Women will attend an eight-week course at the Newport Officer Candidate School before commissioning, then be ordered to an additional eight weeks in an officer (W) training course, also at Newport.

Orders will be issued by the Bureau of Personnel as early as possible in advance of the actual appointment. Whenever possible, the selectee will be issued "through orders" directing him to training and designating his ultimate duty station.

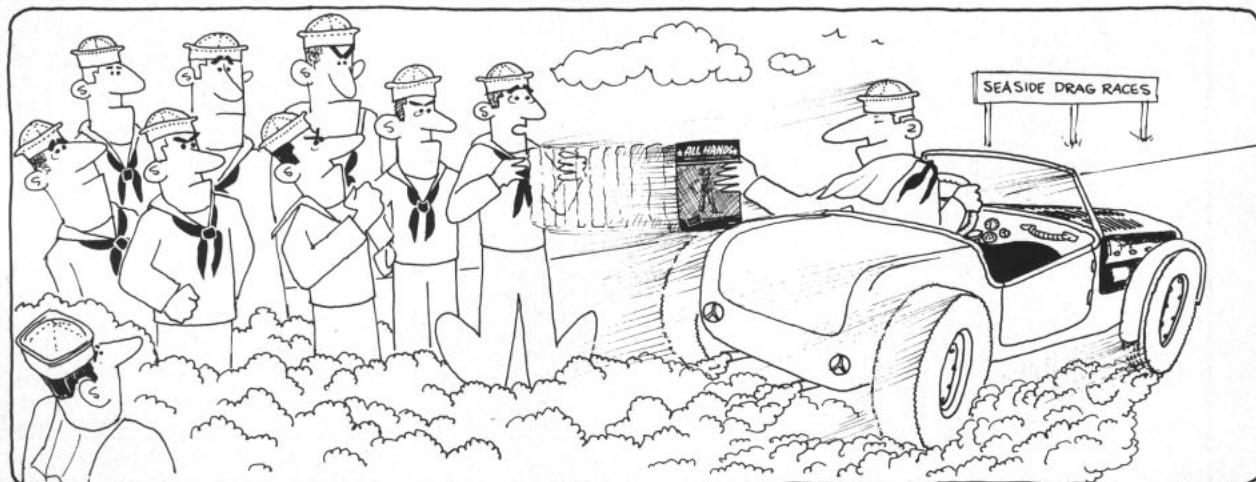
Integration selectees will be ordered to officer candidate school in their enlisted status.

Permanent change of station orders which were issued to Navymen who are selected to commissioned or warrant grade will be canceled by the issuing authority if cancellation is practicable.

Full details concerning selection of applicants for training leading to a commission as ensign or appointment to warrant officer can be found in BuPers Notice 1120 of 16 April together with lists of selectees and their alternates.

• **TWICE WOUNDED**—Personnel who have been wounded more than once in Vietnam or adjacent waters can be certain they will not be sent back to that area for duty.

As outlined in BuPers Notice 1306 of 25 Apr 1966, the reassignment consideration is subject to the following qualifications. The wounds must have been received while serving in Vietnam or adjacent waters, and each wound received must have



DON'T BE A DRAG with ALL HANDS Magazine. After you've read it, pass it promptly on to nine of your shipmates.

been sufficiently serious to require hospitalization for more than 48 hours.

Such twice-wounded personnel will not be ordered to service in Vietnam, nor to duty with ships or units which have been alerted for movement to that area.

Furthermore, personnel hospitalized as a result of a second wound will be made available for transfer immediately after their return to their duty station from the hospital, even though they may not have completed the normal one-year tour in Vietnam.

This consideration does not apply if the wounds received are not the result of hostile action, that is, non-battle injuries.

Exceptions will be made to this policy only upon written request from the twice-wounded person.

#### • OVERSEAS WAITING LISTS—

Pacific Fleet Navymen who had requested overseas shore duty in the Pacific area before January 1966 must resubmit their requests. On 1 Jan 1966 much overseas shore duty (including most billets in Japan and Hawaii) was reclassified as shore duty, so the PacFleet waiting list was canceled.

EPDOPAC now maintains two lists: One for preferred overseas shore duty (shore duty for rotation purposes) and another for overseas shore duty (such as in Korea or the Philippines) which is still considered sea duty. You may request inclusion on both lists—assignment to a duty choice will result in automatic removal from the other waiting list.

For more information on the new duty classifications, see ALL HANDS, January 1966, "Revision of Seavey/Shorvey Will Interest You." For details of the latest PacFleet regulations, see your personnelman.

#### • TAD TRANSPORTATION EXPENSES — *Joint Travel Regulations*

have been amended to allow for reimbursement of transportation expenses in the vicinity of a temporary duty station, between place of lodging and place of business and between place of business and place where meals are procured.

The new regulations apply to travel by public carrier, taxicab and privately owned automobile.

Reimbursement is authorized for bus, streetcar, subway, ferry or other public carrier fares between place of lodging and place of business and



"Boy, did I get chewed out!"

return, when in a TAD status. When suitable meals cannot be obtained at the temporary work site, the cost of transportation not to exceed one round trip per day, to the nearest place where suitable meals can be obtained can be claimed. An explanation of the necessity to travel to obtain meals must accompany the travel voucher when submitting a claim.

When it is determined to be advantageous to the government, authorization may be given for use of taxicab transportation between the places mentioned above.

When temporary duty travel is performed in a privately owned vehicle, reimbursement for mileage will be paid for the distance traveled locally to and from work and meals.

The change was effective as of 14 Mar 1966, and promulgated in Nav-Compt Notice 7220 of 30 Mar 1966. The amendment will be incorporated as paragraph M 4413 in the *Joint Travel Regulations*.

• **ADVANCEMENT EXAMS**—Here is the schedule for the next Navy-wide examinations for advancement in rating (Series 41):

Pay grade E-4 (petty officer, third class):

Tuesday, 2 Aug 1966

Pay grade E-5 (petty officer, second class):

Thursday, 4 Aug 1966

Pay grade E-6 (petty officer, first class):

Tuesday, 9 Aug 1966

Pay grade E-7 (chief petty officer):

Thursday, 11 Aug 1966

If you intend taking one of these exams, there are a few points which you should note when preparing your NavPers 624 worksheet and NavPers 624 card.

• **Series Number**—Write the number 41 in the upper left-hand corner

of your NavPers 624 card. Do this with a grease pencil or other heavy writing instrument.

• **SNDL (Official Duty Station) Mailing Address**—This should appear in block 17. Be sure you have included it.

• **Signature**—Your NavPers 624 card is no good if it doesn't have your signature and the signature of your commanding officer or his representative.

Generally speaking, the requirements governing service in pay grade outlined in BuPers Inst 1430. 7D and Article C-7204 of the *BuPers Manual* apply to the examinations this August. There are, however, some modifications.

Navymen who enlisted after broken service in a lower pay grade than held at the time of discharge may take the advancement exam only for the next higher grade in the rating they held when discharged or released to inactive duty. Re-establishing their service in pay grade is not necessary.

They may not, however, take credit for time previously served in their present or a higher pay grade. The service in the pay grade held during their current enlistment should be shown in block 10 of the NavPers 624 card and "BNP 1418 Waiver" should be marked in grease pencil in the card's upper right-hand corner.

If you are especially well qualified in any construction rating or are a BM, QM, EN, SK, BT, RD, MR, SM, DC, RM, or SF and are recommended by your commanding officer, you may be able to compete for advancement in the following pay grades if you have the specified service:

• For advancement to pay grade E-5—six months in pay grade E-4.

• For advancement to pay grade E-6—12 months in pay grade E-5.

Fleet Reservists recalled to active duty may credit their service in the pay grade in which they served in their present rate while they were in the Fleet Reserve. This will be used in their block 10 multiple computation.

Naval Reservists serving on active duty for 150 days or less may not take the advancement examination. The advancement procedures for these Navymen are the same as for those on inactive duty.

If you have a new service number with a letter prefix, don't punch out the first column set aside for



## THE WORD (cont.)

service number on your examination answer card (NavPers 624-1 and 624-2). Instead, write the letter prefix in the space provided above the service number columns on both answer cards.

Before Air Controlmen can compete in advancement exams, they must have either an FAA Form ACA-578A or FAA Form ACA-1710 as well as a Class II Medical Certificate, unless they are overseas or in a ship. In such cases, their commanding officer may request a waiver if FAA examination facilities aren't available.

Navymen who have requested conversion to the AS rating under BuPers Notice 1440 of 28 Feb 1966 will take the advancement examination in their present rating. If they pass the exam and are advanced and then selected for conversion, their advancement will be in the AS rating.

Navymen in pay grade E-6 who intend applying for the Warrant Officer Program between 1 Jul 1966 and 30 Jun 1967, must participate in the series 41 exams for advancement to pay grade E-7.

Those who are participating in the E-7 examination exclusively for the purpose of establishing eligibility for the Warrant Officer Program, should write "WO Candidate" in grease pencil on the lower left-hand corner of their NavPers 624 card. This should be done, of course, only if they don't have enough service in pay grade E-6 to participate in the examination for advancement to E-7.

Complete information on the Series 41 advancement in rating examinations including items of interest principally to administrative personnel may be found in BuPers Notice 1418 of 25 Apr 1966.

• **BAG INSPECTION**—From now on, only Navymen in pay grades E-1 through E-4 will have to sweat bag inspection. Men in pay grades E-5 and above were relieved of this requirement following a recommendation made by the Secretary of the Navy's Task Force on Personnel Retention.

The recommendation was approved by SecNav and the change in the *U. S. Navy Uniform Regulations* was reported in BuPers Notice 1020 of 11 Apr 1966. See also the May issue of *ALL HANDS* containing a roundup on SecNav Task Force Recommendations.

• **DUTY PREFERENCE**—There have been a few relatively minor changes in regulations governing preferred duty for Navy veterans of Vietnam. This is how the picture looks now.

Hospital and dental technicians who serve a full rotation tour including deployment to Vietnam with combat forces of the Fleet Marine Force Pacific, as well as other enlisted Navymen who have spent at least 12 consecutive months in Vietnam or its contiguous waters, will receive every consideration possible on being ordered to their next assignment.

If CINCPACFLT rules that you fall into one of these categories and are eligible for shore duty, you will be given first choice of available shore billets in CONUS or at a preferred overseas shore station. If your preference is a sea extension, that, too, can be arranged provided a billet is available.

Those who aren't eligible for shore duty will be assigned to sea duty in either Fleet of their choice provided men asking for Atlantic Fleet sea duty have at least 12 months of obligated service remaining.

Because a considerable number of Vietnam veterans will be eligible for special consideration, it may not be possible to comply with every request for specific sea duty or home ports, but every effort will be made to meet your preference.

Here's what will happen. Your Rotation Data Card (NavPers 767) will be sent directly to the Chief of Naval Personnel. Be sure you have completed all blocks of the card and that you have not listed a duty preference more than once. Your card should be received in Washington six months before your tour of duty is ended.

If your first choice is preferred overseas shore duty, you should also indicate shore or sea duty preference, whichever is applicable, in

Block 11 of the Rotation Data Card. If there is any doubt as to whether you are qualified, the answer can be checked out in Chapter Six of the *Enlisted Transfer Manual*.

When you complete your tour in Vietnam, you will, under normal circumstances, be authorized 30 days' leave en route to your new duty station. Under present rules, you won't be reassigned to duty in Vietnam within three years unless you request it.

If you want to extend your tour in Vietnam in 12-month increments, you can do that, too. The maximum tour allowable, however, is three years and you should get your request in at least four months before your tour ends.

If you've spent 12 consecutive months in Vietnam, but aren't eligible for Seavey, you won't be assigned to a deployed unit or one that is scheduled to deploy within three months of your reporting date unless the Chief of Naval Personnel approves the transfer. Orders will not be canceled, however, because of unanticipated schedule changes made after orders are issued.

Complete details on preferred duty for enlisted men completing tours in Vietnam can be found in BuPers Notice 1306 of 5 May 1966.

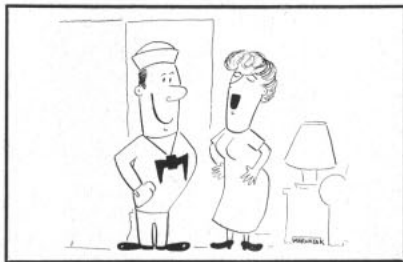
• **TAX FREE AIR TRAVEL**—Military personnel arriving in the continental United States from overseas can now save five per cent on the cost of a commercial airline ticket for continued travel within the U. S.

The savings result from a tax exemption recently authorized by Congress (Public Law 89-44). There are stipulations, of course. The military traveler must:

- Be in a leave status;
- Arrive from overseas in a Military Airlift Command (MAC) aircraft;
- Land at either McGuire AFB, Travis AFB, Charleston AFB, or NAS Norfolk; and
- Purchase his commercial ticket within six hours of his arrival.

It should be noted that the tax exemption applies equally to the military standby fares (half-price), and also when the traveler's domestic destination is Hawaii or Alaska.

To prevent any difficulty or misunderstanding regarding the time of arrival in CONUS, tickets should be purchased at the Joint Airline Military Traffic Office (JAMTO) located in each MAC terminal.



"We will soon hear the swagger of little feet."

# THE BULLETIN BOARD

## Here's Chance for Reservists and Inductees to Go Regular

**H**ERE IS an opportunity to join the in-group. It applies to Naval Reservists and inductees (USN-S) who are fulfilling active service obligations or who were voluntarily recalled to active duty for general assignment under BuPers Inst 1300.-28 series.

If you fall into one of these groups, you may choose between enlisting in the Regular Navy or continuing on active duty as a Naval Reservist.

To enlist in the U.S. Navy, rate for rate, Naval Reserve personnel inductees must be serving on full-time active duty with the Regular Navy.

Other requirements specify that they must be U.S. citizens or immigrant aliens who can prove they intend to become citizens. They must also be recommended and approved for USN enlistment by their commanding officer; be able to complete 20 years of active duty before they become 51 years old; and meet the eligibility requirements given in Article C-1403 of the *BuPers Manual*.

Naval Reservists on active duty with the Regular Navy and inductees USN-S requesting retention beyond their original active obligated service must comply with Article C-1407A of the *Manual*.

Those who have completed less than 21 months of active duty immediately before they request enlistment in the U.S. Navy must enlist for six years. Those who have completed 21 or more months may enlist for either four or six years. Active duty in the TAR program will be counted as qualifying time toward satisfying this service requirement.

Inductees who have an obligation remaining under the Universal Military Training and Service Act must enlist for a period at least equal to their obligation. Their discharge for the purpose of immediate reenlistment in the U.S. Navy or Naval Reserve does not automatically cancel their obligation. Their obligation, however, can be fulfilled by continued USN or USNR service.

Naval Reservists and inductees who qualify and are recommended for enlistment in the Regular Navy or Naval Reserve will enlist at the rate they held when they were discharged.

Naval Reservists serving on active duty for training (ACDUTRA), temporary active duty (TEMACDU) or in the TAR Program must meet requirements other than those outlined for Naval Reserve personnel and inductees serving on full-time active duty for general assignment with the Regular Navy.

ACDUTRA and TEMACDU Navymen may volunteer for recall under the provisions of BuPers Inst 1300.28 series.

TARs, regardless of their rate or rating, must submit a request through channels for at least 24 months' duty for general assignment to the Chief of Naval Personnel (Pers-B2233). They must first, however, have completed at least one year of continuous active duty in the TAR program.

TARs who want to be retained on

active duty in the TAR Program must request retention according to the directives in effect when the request is made.

Those who are permitted to enlist in the Regular Navy or to be retained on active duty with the Regular Navy or the TAR Program must satisfy their commanding officer that they are fully qualified for enlistment or retention and that they can perform the broad duties of the particular rate in which they will be enlisted or will be retained.

TARs who want to remain in the TAR Program, may enlist for four or six years. Four years are recommended for surface TARs since authorized tours are for four years, and maintaining a direct relationship between the expiration date of enlistment and the expiration date of active obligated service is highly desirable.

Complete details concerning enlistment of Naval Reservists and inductees in the Regular Navy and retention on active duty as a Naval Reservist are in BuPers Inst 1130.41.

### A Wide-Open Career If Your Rate Is Here

Here is a list of all rates in which Reservists who do not have an active duty obligation may volunteer for recall to active duty without adversely affecting their advancement and career opportunities:

STC	ST1	ST2	ST3*	PMC	PM1	PM2	PM3					AC3
	QM1	QM2	QM3		DC1	DC2	DC3					AE3
		RD2	RD3		EN1	EN2	EN3					AG3
		SM2	SM3			MM2	MM3					AME3
		BM2	BM3			BT2	BT3					AMH3
FTC	FT1	FT2	FT3*			IC2	IC3					PR3
		GMG2	GMG3			SFM2	SFM3					TD3
			GMM3			SFP2	SFP3	PTC	PT1	PT2		PT3
			GMT3			EM2	EM3	AXC	AX1	AX2		AX3
			TM3	EAC	EA1	EA2	EA3*			PH2		PH3
			MN3	EOC	EO1	EO2	EO3*					
ETC	ET1	ET2	ET3*	BUC	BU1	BU2	BU3*	HMC	HM1	HM2		HM3
DSC	DS1	DS2	DS3	CEC	CE1	CE2	CE3*					
		OM2	OM3	CMC	CM1	CM2	CM3*		SN	SA		SR
CTC**	CT1	CT2	CT3	SWC	SW1	SW2	SW3*		FN	FA		FR
MAC	MA1	MA2	MA3	UTC	UT1	UT2	UT3*		CN	CP		CR
		RM2	RM3		AQ1	AQ2	AQ3*		AN	AA		AR
			CYN3			ABE2	ABE3		TN	TA		TR
		YN2	YN3			AT2	AT3*	**Excludes A & O Branches				
		SK2	SK3				ADJ3	at E-7 level only				
		CS2	CS3				AO3	* Includes service ratings.				

# Changes in Navy VR Bonus Program Make It Better Than Ever

**V**RB OPPORTUNITY IS BETTER than ever. When the Navy began paying the variable reenlistment bonus last January, 24 ratings and one NEC were included on the eligibility list. Recent changes have boosted the total to 42.

Not only has the range of ratings been widened. Many ratings have been moved up to higher multiples. This latest listing (BuPers Inst. 1133.18A) shows six ratings in the multiple four bracket, as compared to two on the original list. The multiple three bracket, which previously included seven, now has 12 ratings. There are now 19 ratings which qualify for multiple two VRB, compared to five last January. The lowest category, which was originally the largest with 10 ratings and one NEC, now includes only five ratings.

In short, not only are more men eligible for VRB—the average payment is greater.

During its first few months of operation the VRB program proved its worth. As is common with new programs, however, there was some confusion in the Fleet on several points. As a result the latest VRB instruction clarifies and reemphasizes several points. Here are a few VRB facts to remember:

- Entitlement to VRB exists only in accordance with instructions in effect on the date of reenlistment. Eligibility is not retroactive.

Commissaryman, for example, is included on the new list but was not on the original list. The new list became effective 20 Apr 1966. To receive the extra bonus a commissaryman must reenlist on or after the effective date of the new listing. The same principle applies to ratings which have been moved into higher multiple categories by this latest instruction.

- VRB is *not* a substitute for proficiency pay. A Navyman who receives VRB may also receive pro pay, provided he is eligible under current pro pay regulations.

- VRB was created to provide a flexible additional pay incentive to alleviate critical shortages of career personnel in the designated ratings. The list is subject to change and will be changed as ratings included become less critical (which would normally be expected) or on the other

hand as new ratings become critical.

- In accordance with current regulations, reenlistment bonuses may not exceed \$2000. VRB is based on multiples of this bonus (up to a multiple of four) and as a result may not exceed \$8000. Maximum payment, not including pay for unused leave and travel, may therefore not exceed \$10,000 (normal bonus of \$2000 plus \$8000 VRB).

- VRB may be paid only for first reenlistments (or extensions of two years or an aggregate of two years, when a first reenlistment bonus is paid).

- Broken service, or service with another branch of the military does not interfere with the payment of VRB providing the Navyman is eligible for a first reenlistment bonus.

- VRB may, in meritorious cases (subject to the approval of the Secretary of the Navy), be paid in other than yearly installments. It may be paid either in fewer than normal installments or in a lump sum.

It is suggested, however, that Navyman considering such a course of action contact their legal officer for an explanation of the tax picture. In certain cases the VRB may, for tax purposes, be averaged over several years even though it is paid in a lump sum. In other cases it may not.

- Navyman awarded VRB must be qualified in, and normally serving in, the rating on which the bonus is based. The Enlisted Program Plans section of BuPers, however, emphasizes that this requirement is met by Navyman attending service schools or performing local temporary additional duty such as shore patrol.

Needs of the service is the determinant, and this status is determined by official BuPers orders.

The new VRB instruction, in addition to elaborating on the points above, made several administrative changes and two changes in the eligibility requirements. Originally, to qualify for VRB you were required to have a total of at least 24 months' prior continuous active service and obligate for 72 months including the VRB reenlistment. These requirements have now been lowered to 21 months and 69 months respectively.

Ratings eligible for VRB, as of 20 April, are as follows:

Rating	Multiple
Sonar Technician (ST)	4
Aviation Fire Control Technician (AQ)	4
Electronics Technician (ET)	4
Aviation Antisubmarine Warfare Technician (AX)	4
Photographic Intelligenceman (PT)	4
Communications Technician (CT)	4
Quartermaster (QM)	3
Radioman (RM)	3
Radarman (RD)	3
Machinist's Mate (MM)	3
Engineman (EN)	3
Fire Control Technician (FT)	3
Aviation Electronics Technician (AT)	3
Data Systems Technician (DS)	3
Electrician's Mate (EM)	3
Interior Communications Electrician (IC)	3
Boilerman (BT)	3
Machine Accountant (MA)	3
Signalman (SM)	2
Gunner's Mate Guns (GMG)	2
Gunner's Mate Technician (GMT)	2
Damage Controlman (DC)	2
Machinery Repairman (MR)	2
Torpedoman's Mate (TM)	2
Aviation Ordnanceman (AO)	2
Missile Technician (MT)	2
Aviation Electrician (AE)	2
Shipfitter (SF)	2
Opticalman (OM)	2
Builder (BU)	2
Engineering Aid (EA)	2
Equipment Operator (EO)	2
Steelworker (SW)	2
Construction Electrician (CE)	2
Utilitiesman (UT)	2
Construction Mechanic (CM)	2
Hospital Corpsman (HM) Operating Room Technician (NEC 8483) only	2
Aviation Structural Mechanic (AM)	1
Patternmaker (PM)	1
Aerographer's Mate (AG)	1
Storekeeper (SK)	1
Commissaryman (CS)	1



"Sir, I think you are shooting the masthead light."



## Changes in Requirements Faced by HMs and DTs Applying for MSC Stripes

Hospital corpsmen and dental technicians who intend to apply for appointment as commissioned officers in the Medical Service Corps in the fiscal year 1967 procurement program are reminded to review BuPers Inst 1120.15G (revised 22 Feb 1966). There have been some changes made.

Candidates are now required to make written application to their commanding officers before 1 August, instead of 1 October, as in previous years. The Officer Selection Battery tests (OSB) must be ordered between 1 and 15 August, and the next OSB test will be administered on 15 Nov 1966. The professional examination will be given in February 1967, instead of in May.

Applicants also are reminded to furnish the Chief of Naval Personnel (B-623) a copy of their request for the OSB, indicating the specialty of their choice.

The sections within the MSC to which appointment may be requested are Supply and Administration, Optometry, Pharmacy, Medical Specialist, and the Medical Allied Sciences Section, which includes 21 specialized categories.

Enlisted personnel applying for an MSC appointment must attain a satisfactory score on the OSB to participate in the professional examination.

The Supply and Administration Section is open to men and women who have served within the HM or DT ratings as first class petty officer or above for at least one year before the date of the professional examination.

This Section offers either permanent or temporary status. For permanent appointment, applicants must be between the ages of 21 and 32 on the date of appointment. Temporary appointees (men only) must be at least 21 and not have reached their 35th birthday as of 1 July of the year in which appointment is made.

Applicants for the Supply and Administration Section must have completed 21 semester hours of work at an accredited college or university or the service-accepted equivalent; or be a high school graduate with a GCT or ARI score of 60 or over; or

have completed three years of high school, with a GCT or ARI score of 60 or better, and have a high school GED score of not lower than the 75th percentile in each area.

For the Optometry, Pharmacy, Medical Specialist, and Medical Allied Sciences sections, baccalaureate degrees are required. However, Regular Navy HMs and DTs, first class petty officer and above, serving in professional specialties related to the Medical Allied Science categories, who, except for the formal degree, meet all the eligibility requirements for appointment in this section, and who have demonstrated outstanding aptitudes for advanced training in an accepted specialty, may be considered for waiver of the degree requirement. Candidates applying under this exception must have completed at least 30 semester hours, applicable to a degree in the specialty applied for, at an accredited college or university.

It must be emphasized that competition in the MSC Inservice Procurement Program is keen, and only highly motivated, well prepared personnel should request consideration.

In applying for a commission under this program, probably the most difficult hurdle you will have to overcome is the OSB. Unless you score relatively high on this examination, which is designed to measure your educational background and ability, you cannot hope to gain a commission in the MSC. Only about half of the applicants taking the OSB score high enough to continue in the program.

For a list of recommended study materials, and for details concerning eligibility requirements within the various sections of the MSC, refer to the Instruction mentioned above.



"One . . ."

## Credit Union Financing Offered for Overseas Autos

The Navy Ship's Store Office and the Navy Federal Credit Union have instituted a program which will permit many naval personnel overseas to buy U. S.-manufactured cars with Navy credit union financing.

Either overseas or stateside delivery is a feature of the arrangement, which also offers substantial savings in the total cost of the automobile.

Navy Exchanges overseas will sell the cars; the Navy Federal Credit Union will finance them.

NFCU auto financing is now available to enlisted personnel serving ashore and in ships homeported outside the United States, its territories, possessions and the Panama Canal Zone. NFCU has been authorized to lend to enlisted personnel overseas since 22 March when the Bureau of Federal Credit Unions, the credit union regulatory agency, approved a revision of NFCU's field of membership.

Previously, NFCU was authorized to lend only to enlisted personnel serving in the Washington, D. C. area at installations without credit unions.

At present, the program of direct factory purchase of cars at Navy Exchanges by personnel stationed overseas is in effect with two U. S. auto manufacturers.

A Navyman will be able to order a car through a Navy Exchange overseas, obtain a NFCU loan application from the Exchange, and arrange financing by mail. If the loan is approved, he will be issued a draft, made payable to him and the auto manufacturer from whom he intends to purchase his car. Under normal circumstances, funds can be in the mail within 24 hours after the Washington, D. C.-based Navy credit union receives the loan application.

All car sales through Navy Exchanges will be direct. Sales mark-ups will be eliminated and Exchange patrons may save up to 20 per cent on the posted price of the car. An additional benefit is low financing charges.

Only personnel serving outside the U. S., Puerto Rico, the Canal Zone and U. S. territories and possessions can take advantage of this new service. Further information will be available at your local Exchange.

# This Is Azores, the Grand Central Station of the Atlantic

**A**BOUT 2200 MILES east of Washington, D. C., and some 750 miles west of Lisbon, lies one of the lesser-known duty stations of the Navy. It is Lajes Field, located on Terceira Island, in the Azores.

Here the Military Airlift Command shuttles mail, supplies and people between the United States and military installations in Europe and Africa. It's something of a Grand Central Station, with as many as 1800 aircraft and 18,000 crew members and passengers passing through in one month.

The Army, Air Force and Navy combine their efforts to keep the field in operation and the transportation system running smoothly. The Navy maintains a Naval Air Facility and Naval Security Group Activity as its contribution. Duty here is comparable to that of many of the relatively small, out-of-the-way stations located throughout the world. If you're the type that likes this kind of duty—and many do—read on.

At the time of its establishment in 1957, NAF Lajes was primarily engaged in support of Atlantic Barrier aircraft and provided maintenance, supply and communications to various detachments of Airborne Early Warning squadrons. Shortly after the Atlantic Barrier was discontinued in 1961, Lajes had begun to take on new importance because of its strategic location for ASW work. At present, NAF Lajes provides operational control, maintenance and logistic support for ASW patrol aircraft in addition to routine servicing of Navy and Marine Corps aircraft in transit.

If you have the time and inclination, you'll find that the Azores have, for many years, been of considerable strategic importance. Their whole history, and people, is interesting. Discovered in 1432 by the Portuguese, the islands a few years later became something of a Gibraltar of the Atlantic by means of which they could protect their lines of communication to the newly discovered lands in the west.

There are nine islands in the Azorean Archipelago. Together they occupy an area of 1,581 square miles, about three-fourths the size of Rhode Island.

The islanders like to tell how, dur-



"For the last time, Clagget, blood pressure is taken on the arm!"

ing the period in which Portugal became a vassal of Spain during the late 16th century, the people of Terceira (the island on which Lajes is located) refused to accept Spanish rule. They had fought bitterly for two years when the Spaniards made an amphibious landing with 2000 men in heavy armor on one of Terceira's beaches. The islanders were badly outnumbered. However, just as the Spaniards landed on the beach, the Portuguese turned loose a large number of wild bulls which drove the Spaniards into the sea. Nearly 1500, say the islanders today, were drowned. And that was the end of that amphibious operation. The islands are still Portuguese. It is through the courtesy of the Republic of Portugal, a sister member of the North Atlantic Treaty Organization, that the U. S. forces are in Azores.

The climate is just about what you would expect of a group of islands located in mid-Atlantic.

In general, the summer season extends from June through September and is characterized by warm sunny days, cool evenings and occasional high winds or rain showers. Temperatures range between 65 and 85 degrees.

The rest of the year is much different. There will be weeks of strong winds, frequent rains and predominant cloudiness. Winds frequently reach gale force, with driving rains. Then the weather breaks with short periods of pleasant sunny days. However, the high humidity and strong winds make the winter temperatures—which are really quite mild, ranging from 45 to 65 degrees—seem much colder than they actually are.

**Authorized Travel**—When assigned to Lajes, you will normally serve a 24-month tour if you are joined by your dependents. Concurrent travel is not authorized (check *Joint Travel Regulations* concerning instructions on concurrent travel) and request for travel is usually made after you have arrived and found housing for your family. Your dependents will be told by BuPers where and when to report for transportation after entry approval has been given.

Each member of your family must have a passport containing the annotation that they are dependents of military personnel at Lajes Field in the Azores. Make sure that their passport contains this information before leaving the port of embarkation. You are also reminded that the inside cover of the passport must be completed and the proper signature written on page 2.

All new arrivals and sponsors must clear through the International Police Department before leaving the terminal building at Lajes. Dependents are also required to clear through the Personal Affairs Office within 72 hours after arrival.

It is the responsibility of the traffic section at the port of embarkation to help you in any questions you may have regarding passport matters and to insure that the passports for you and your family are properly filled out. Separate passports should be obtained for each dependent.

If your dependents are not authorized dependent travel (if you are an E-4 with less than four years' service, or are in a TDY status), you are cautioned against bringing them to Lajes in a tourist status. Subsistence on the local economy is below standard and inconvenient, and they may meet with real hardships. In addition, the Portuguese government will grant a visa for only 90 days. You will only make problems for yourself.

## Housing

BOQs are available for unaccompanied officers, petty officers and civilians. The day rooms are well equipped and provide TV, writing tables and lounge furniture.

As a rule, one officer is assigned to each room in the BOQ, which is furnished with desk, chairs, officer type bed, chest of drawers, rug,

lamps, drapes and bedspread.

A BOQ for petty officers is available to the top five enlisted grades. E-9s, E-8s and E-7s are normally assigned one to a room. E-6s and E-5s are assigned two to a room. The furnishings are approximately the same as in the officer BOQs.

Accommodations for lower grades and those waiting assignment to the petty officer BOQs consist of dormitory type barracks.

**Government Owned Family Quarters**—Eligibility is determined by rank or rate. Electric power is standard 110 volts, 60 cycles. The quarters are equipped with basic items of furniture such as electric stove, refrigerator, washer-dryer, bedroom, living room, kitchen and dining room furniture.

**Privately Owned Housing**—The privately owned housing consists of two categories of cottages:

- 120 units are of trailer type, ranging in price from \$200 to \$1500. They are sold under a waiting list procedure which is controlled by the Base Housing Office. Family size is a factor considered in their assignment. Their sale is governed by regulations and only eligible personnel may purchase them.

- 114 units ranging in price from \$2000 to \$10,000. These are mostly of masonry construction. The sale of these cottages is an individual matter between the buyer and seller. However, each cottage is appraised regularly by an appraisal committee and can only be sold at or below an established price. Agreements for sale and bills of sale are handled by the Legal Office.

Electrical power is 110 volts, 60 cycles, and most electrical appliances, including hot water heaters can be used; 220-volt current is obtainable for electric range and dryer. Utilities are furnished by the base at nominal rates.

**Private Rental Housing**—Private rentals are located in the town of Praia de Vitoria and on the main roads between that town and the station. These are rented from local owners. A station waiting list is maintained and the average waiting period is about 26 weeks. Advance standing on the rental list may be granted men coming to this area directly from sea duty entailing considerable separation from dependents or from duty in certain areas.

These rental units are of native

masonry construction and generally consist of four small rooms and bath. Most units rent from \$30 to \$60 per month.

Water and sewage systems are poor compared to American standards.

Most of these rentals depend upon local electrical power which is 220 volts, 50 cycles, and therefore require a transformer to reduce the voltage to 110. The transformer is furnished by the landlord at no additional cost. Be prepared to provide your own hot water heater and space heater. These usually can be purchased from the former tenant. Although kerosene and diesel fuel are used mostly for heating, many families use apartment size butane space heaters. The use of butane stoves for cooking is also more popular than ranges fed by kerosene/diesel fuel, but the cost is somewhat higher.

**Furniture and Other Furnishings**—The 2000-pound weight limitation is in effect at this station. Government furniture includes washers, dryers

and stoves. All quarters, including rental and privately owned homes, are government furnished.

As concurrent travel of dependents is not authorized, it is advisable to wait until you find housing and determine household items needed before making shipping plans. Regardless of where you may live, you will normally want to ship your own household linens and blankets, all equipment for infants and small children, small electrical appliances, curtains and/or drapes, throw rugs, kitchen utensils, dishes, silverware, and small items of home decoration, such as pictures and decorative bric-a-brac. A sewing machine is recommended. Local seamstresses are available at economical rates. Expensive rugs are not recommended. Inexpensive rugs of cotton or fiber will be more suitable.

**Automobiles**—Privately owned motor vehicles may be shipped. Local taxes are not imposed on vehicles owned by U. S. personnel, and registration with the Portuguese

## HOW DID IT START

### First Shipboard Landing

Perhaps the most significant date in the history of naval aviation is 18 Jan 1911—the day an aircraft first landed on a ship.

Fifty-five years have gone by since Eugene B. Ely, a civilian exhibition pilot, guided his light, single-engine biplane onto the temporary flight deck of the armored cruiser *USS Pennsylvania* in San Francisco Bay.

Ely's landing completed the cycle he had started a little over two months earlier, in Hampton Roads, Va., when he took off from the deck of the cruiser *USS Birmingham*. These two events demonstrated the feasibility of carrier aviation.

The landing aboard *Pennsylvania* was performed under conditions best described as unsophisticated.

In preparation the ship had gone to Mare Island, where a wooden deck had been rigged above the main deck from stern to superstructure.

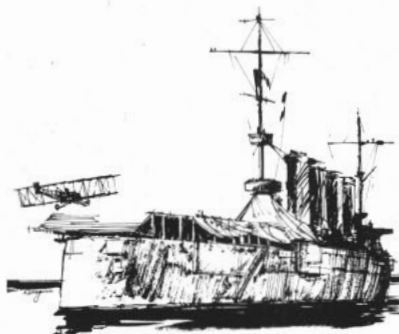
Twenty-two lines stretched across the platform about four inches off the deck provided a simple arresting gear. Fifty-pound sandbags on each end of the lines supplied the necessary drag to stop the aircraft.

Three hooks were affixed to the aircraft's underbelly to snag the arresting lines. Just in case they failed, a canvas barricade was strung across the end of the platform.

Ely wore a life preserver consisting of a bicycle inner tube around his chest, and several swimmers stood by on the ship ready to haul him out of the water in the event of a mishap.

Shortly before eleven that morning Ely took off from a nearby airfield, and a few minutes later the aircraft appeared over San Francisco Bay. A short turn to the left pointed the plane up the ship's deck and in a few seconds the wheels touched down. The hooks caught several of the arresting lines and the plane slowed to a stop within 30 feet.

*Pennsylvania* crewmen picked up the light plane by hand, turned it around and cleared the deck for takeoff. Fifty-seven minutes after landing, Ely was again airborne, having proved the theory that aircraft could use a ship's deck for an airfield.





authorities is not required; however, autos are subject to a semiannual inspection by the local command. Seat belts are required.

Large automobiles are not recommended for driving off station due to narrow roads which are below U. S. standards both in repair and construction. Be sure brakes are in good condition. This is a hilly country.

Liability insurance is required and may be purchased locally. Automotive parts and accessories are available at the exchange service station and include electrical, brake, oil filters, repair kits, tires, tubes, lubricants, and windshield wipers and blades. Automobile repair and service, including body work, painting, and complete engine overhaul is available. U. S. gasoline and oil may be bought at the service station for approximately \$.13 per gallon and oil for \$.25 per quart.

**Clothing—Military** — Summer or winter uniform is optional throughout the year, except on the following occasions:

- Formal military formations, such as parades and inspections, but not routine formations.

- Social, ceremonial and other protocol events of an official nature, when the wearing of uniforms is prescribed.

- Personnel on duty involving contacts with the public, such as OD, guards and messengers.

During these times, the winter uniform will be the prescribed uniform from 1 November through 30 April, and the summer uniform from 1 May through 31 October.

Civilian clothing may be worn while off duty, both on or off the station.

**Clothing—Dependents** — Emphasis is placed on conventional informality in dress. However, remember the conservative traditions of the Portuguese and ask your wife to use discretion.

A winter coat is needed during the winter season, and sweaters and skirts or similar attire may be worn at night the year round as it is often cool, even in the summer season. Furs, suede, and leather clothing are not recommended as such items are susceptible to mold. Head scarves are commonly worn because of the high winds. Hats, however, are worn at certain social functions at the clubs. Each member of the family

should have comfortable walking shoes, waterproof raincoats, and overshoes. These items are difficult to obtain locally and should be purchased before leaving the United States.

Women are permitted to wear slacks, but shorts (including Bermuda shorts) and jeans are restricted to living quarters. Both formal and cocktail dresses are worn for social events. Seamstresses are available at economical rates and materials may be purchased locally, though selection and quality are limited. It is advisable either to order through the mail or bring with you a supply of yard goods from the United States for dresses, draperies and children's clothes.

## Facilities

**Hospital**—The 1605th USAF hospital is a modern, attractive, and well-equipped 25-bed medical facility. It has been accredited by the Joint Committee on the Accreditation of Hospitals. Specialty care is normally available. Patients requiring care beyond the local professional capability are air evacuated to hospitals in Spain, Germany, or in the continental United States.

Your family should complete all possible dental work before arrival, as the extent of care provided will depend upon the number of available dental officers and supporting staff.

**Chapel Services and Activities**—Religious services for Catholic, Episcopal, Church of Christ, Baptist, and Latter Day Saints are held each week. There are three Catholic masses and one general Protestant service each Sunday. There is a

Jewish service on the last Friday of each month as well as on special Holy Days.

**Dependents' Schools**—School facilities include kindergarten, elementary, and high schools. Teachers are trained in the United States and therefore use standards established in the U. S. school systems. Bus service is provided for children who live off the station. Bring transcripts of credits, as well as information regarding your children's aptitudes and educational levels.

**Adult Education** — Off-duty classes are offered by the Azores branch of the University of Maryland. A limited curriculum of college courses is offered to military personnel, and dependents may enroll on a space available basis. The University of Maryland is an accredited institution, and academic credits are transferable. The United States Armed Forces Institute (USAFI) testing service, and registration in correspondence and group study courses are provided for military personnel. Also, the Extension Course Institute program is available to military personnel and civilians employed by the government.

**Station Exchange** — A variety of merchandise and services is available at the main store and other shops of the Station Exchange. A selection of ready-to-wear clothing is available but from time to time not available in all sizes.

**Commissary**—The station commissary carries an ample supply of staple commodities. As varieties in foodstuffs are limited, occasionally essential items are scarce for short periods of time. Prices are comparable to those in U. S. commissaries.

There is always an adequate supply of meat, with locally purchased beef supplementing frozen meat shipped from the States. Pasteurized milk and other dairy products are supplied by the dairy off station, and baked goods from the station bakery may be bought. All locally produced foodstuffs sold on the station are inspected by the station veterinarian.

Consumption of food from other than approved sources, unless it can be peeled or shelled, may lead to illness, and is discouraged by current station regulations.

**Eating**—Facilities for eating include the Airmen's consolidated dining hall, and a snack bar close to the Station Exchange which is open 24



"And all liberty is canceled until morale improves."

hours. The snack bar serves light snacks, short orders, and hot meals. Other facilities are the Officers' Open Mess, the NCO Mess, and Airmen's Club. Restaurants off station are generally not recommended.

**Transportation**—Shuttle bus service covering the station proper operates daily, and commercial bus service is available to various points on the island. Commercial taxi service is available to all points on the island. Military taxi service is available on a 24-hour basis for official business.

### Recreation

**Hunting**—Small game hunting (quail, rock pigeon, and rabbit) is very good on Terceira. Licenses may be obtained in the town of Praia. The Terceira Island Rod and Gun Club is an active organization with a current membership of about 250 Americans and Portuguese. A trap and skeet range, located on the base, is available to club members. The club sponsors frequent events such as trap shoots, rifle and pistol contests, etc.

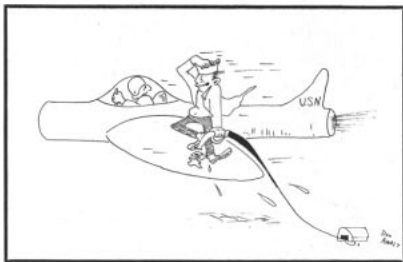
**Golf Course**—An 18-hole golf course is located approximately 10 miles from the station. It is open to all military and civilian personnel and their guests. The course is playable all year. A variety of golfing equipment is available at reduced prices. Club membership is available at \$4.00 for single and \$5.00 for family.

**Bowling Alley**—A 10-lane bowling alley has recently been renovated and decorated with the addition of a snack bar. All alleys are reserved for league bowling Monday thru Friday with open bowling on weekends. A separate four-lane youth bowling alley is provided.

**Gymnasium**—The station gymnasium offers facilities for various sports including handball, badminton, basketball, volleyball, weight-lifting, squash, boxing, and wrestling. It is the center of the station athletic and physical conditioning program.

**Hobby Shop**—Hobby shops are operated for wood, leather, ceramics, photo and auto hobbyists. Supplies are obtained on the local market and from the shops themselves. Limited automobile repair equipment is available. A newly equipped eight-stall auto hobby shop has been recently built.

**Domestic Help**—To obtain domestic help for either full or part time



"Sir, better turn around—I'm about out of hose."

work it is necessary that you contract this type of help through the Domestic Employment Unit, Central Civilian Personnel Office.

Maids for general housework can be employed on a daily basis of eight hours, at the prevailing rate, plus one meal and cost of transportation used. Maids hired by the month will be furnished three meals per day and cost of transportation. Maids who live in must be hired by the month.

Seamstresses and house boys may also be employed. Any overtime performed by the above will be computed at one and a half times the hourly rate. When an employee is required to work overtime, an additional meal should be furnished.

### Three Ratings Given Chance To Pin on That Dolphin

If you are a yeoman, commissaryman or radioman in pay grade E-4 or below, and would like to break into the submarine Navy, you now have an opportunity to do so.

The first step is to apply to EPDOLANT for submarine duty via an intra-fleet transfer on Form NavPers 1339. You must then comply with the requirements given in Chapter 10 of the *Enlisted Transfer Manual* and be willing to obligate yourself to serve for 24 months (unless you



"Yes, sir, I mailed them . . . at the last mail buoy we passed."

are eligible for Seavey when you must agree to extend your sea tour for 18 months).

You will be examined physically at your parent activity and will be given a pressure test as soon as possible, but not necessarily before your NavPers 1339 is forwarded.

Your commanding officer will enclose a report of medical examination (Standard Form 88) with NavPers 1339 and certify that you are physically qualified for submarine duty. He will also state whether or not you have been given the pressure test.

If you are found to be eligible for duty with the Silent Service, you can expect early assignment to an operating submarine in the Atlantic Fleet.

You may indicate on your application whether or not you prefer New London, Norfolk, Charleston or Key West as a home port.

Yeoman applicant's must eventually qualify for a top secret security clearance. Unreliability and emotional instability, indicated by poor records, excessive indebtedness or marital problems, may be disqualifying factors.

### COs May Promote Warrants After Two Years' Service

Warrant officers (W-1) are now eligible to receive temporary appointment to chief warrant officer (W-2), after two years' service as W-1, via a blanket promotion authorization by SecNav.

Such appointments may be made by the commanding officer of the W-1, who will decide if he is professionally, morally, and physically qualified for promotion.

Furthermore, those W-1's who are appointed from pay grades E-8 and E-9 during the period 1 Jul 1965 to 30 Jun 1968, will be required to serve only one year as W-1, before promotion to W-2.

Formerly, W-1's were chosen for promotion by a selection board, which met well in advance of the officer's promotion, and which often had only one fitness report on which to base its decision. Now, the commanding officer can personally observe the officer's performance until the day before his date of promotion to determine his qualifications.

See SecNav Inst 1412.7 for details.

## Navymen May Accept Foreign Honors for Vietnam Service

A recent instruction clarifies the regulations which allow Navymen to accept personal decorations tendered by certain foreign nations for service in Vietnam.

Authority to accept such awards was granted by Congress last year. It covers any decoration, order or emblem normally conferred upon members of its own military forces by the Government of the Republic of Vietnam. Also, awards may be accepted from other foreign governments whose personnel have served in the Republic on or after 1 Mar 1961 in support of that country's cause.

When a personal award is offered, the commanding officer of the individual cited will review the circumstances, insofar as possible, to insure that the act or service for which the award is offered merits recognition.

Only one foreign decoration may be accepted for a particular act, achievement or service, with one exception. When a decoration for a specific act has been awarded, this does not rule out acceptance of a later decoration if it is based on a "period of service," even though the act previously cited occurred during that period.

An appropriate entry should be made in an individual's service record upon acceptance of a foreign decoration. The wearing of foreign decorations must be in accordance with SecNav Inst P1650.1C, "Navy and Marine Corps Awards Manual," chapter six.

Where foreign service awards are concerned, as differentiated from awards and decorations for outstanding personal actions or accomplishments, they must be submitted to the Secretary of the Navy for further referral to the Secretary of Defense for approval.

Information on this subject is contained in SecNav Inst 1650.23.

## Here's List of Vietnam Medals That May Be Accepted

A list of Republic of Vietnam awards which Navymen may accept and wear has been published. As previously announced in SecNav Inst 1650.23, personal decorations tendered by certain foreign nations for service in Vietnam may be accepted and

worn by U. S. Navymen.

The authority covers any decoration, order or emblem normally conferred upon members of its own military forces by the Government of the Republic of Vietnam. Also, awards may be accepted from other foreign governments whose personnel have served in the Republic on or after 1 Mar 1961 in support of that country's cause.

The awards which are conferred by the Republic of Vietnam upon members of its own armed forces are:

### VIETNAMESE MEDALS

National Order Medal  
Army Distinguished Service Medal  
Air Force Distinguished Service Medal  
Navy Distinguished Service Medal  
Military Merit Medal  
Army Medal for Meritorious Service  
Navy Medal for Meritorious Service  
Air Force Medal for Meritorious Service  
Special Service Medal  
Gallantry Cross  
Air Gallantry Medal  
Navy Gallantry Medal  
Hazardous Service Medal  
Life Saving Medal  
Staff Service Medal  
Training Service Medal  
Technical Service Medal  
Civil Service Medal  
Air Force North Expeditionary Medal  
Medal of Sacrifice  
Kim Khanh Medal  
Chuong My Medal

The following Vietnamese decorations do not fall within the provisions of present authority since they are awarded only to foreigners, and therefore may not be retained.

Medal of Honor First Class

Medal of Honor Second Class

These decorations may be accepted by the recipients, but they, along with all appurtenances and original documents, must be forwarded immediately to the Chief of Naval Personnel for approval by Congress.

Likewise, foreign service awards, as differentiated from awards and decorations for outstanding personal actions or accomplishments, must be submitted to the Secretary of the Navy for further referral to the Secretary of Defense for approval. Foreign decorations awarded to personnel serving with the Military Assistance Program are governed by current regulations contained in the *Navy and Marine Corps Awards Manual*, SecNav Inst P1650.1C.

Further details concerning acceptance of foreign awards for service in Vietnam are contained in SecNav Inst 1650.23 and 1650.23A.

## National Defense Service Medal Awards to be Resumed

Members of the active duty U. S. armed forces are once again being awarded the National Defense Service Medal, in recognition of honorable service during a period of unusual military commitments.

The medal was originally awarded to all members of the armed forces who served on active duty any time between 27 Jun 1950 and 27 Jul 1954. Eligibility has been reinstated for members of all services who have served honorably on active duty since 31 Dec 1960. No terminal date has been set.

Those who are not considered as satisfying the active duty requirements are the following:

- Naval Reserve personnel on short tours of active duty to fulfill training obligations under an inactive duty training program;

- Any person on temporary active duty to serve on a board, court, commission or like organization;

- Any person on active duty for the sole purpose of undergoing a physical examination; or

- Any person on active duty for purposes other than for extended active duty.

These limitations do not, however, apply to any member who, after 31 Dec 1960, becomes eligible for the award of the Armed Forces Expeditionary Medal or the Vietnam Service medal under standing regulations. Such a person shall be considered to be performing active service for the purpose of eligibility for the National Defense Service Medal.

A second award is earned if you qualified for the medal during the 27 Jun 1950 through 27 Jul 1954 period. You are entitled to wear the Bronze Star device on the suspension ribbon of the medal and on the ribbon bar, denoting the second award.

The National Defense Service Medal is not available for distribution at this time. When an adequate supply is available, information will be published concerning the method of procurement. Meanwhile, eligible personnel may purchase and wear the ribbon bar of the medal and they may also attach the Bronze Star for a second award, if they are qualified for it.

Commanding officers are reminded to make appropriate entries in



service records concerning eligibility for the medal or Bronze Star indicative of the second award. SecNav Note 1650 of May 1966 is the authority.

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs as well as current BuPers Instructions and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before taking action.

### Alnavs

No. 22—Announced approval by the Secretary of the Navy of the report of the selection board which recommended USN chief warrant officers for promotion.

No. 23—Authorized use of old DD forms 1351 until new forms are received.

No. 24—Announced activation of Naval Material Command as of 1 May 1966.

No. 25—Requested information concerning consumer and lender complaints for the month of May.

No. 26—Announced convening of fiscal year 1967 selection boards to recommend officers in the grade of captain on active duty, except TARs, for promotion to the grade of rear admiral.

No. 27—Discussed the status of the U.S. Savings Bond campaign in the Navy.

No. 28—Quoted the letter from the Secretary of the Navy to the president of the fiscal year 1967 flag selection board, concerning the Secretary's views on selection of flag officers.

### Notices

No. 1306 (5 May)—Discussed additional procedures for assigning enlisted personnel completing tours in Vietnam and provided for implementation of Alnav 15.

No. 1520 (6 May)—Announced the temporary reduction in assignments to service colleges and postgraduate schools.

No. 1421 (11 May)—Announced authority effecting temporary promotions to commander, lieutenant commander and lieutenant.

## List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

*Do Not Disturb* (C) (WS): Comedy; Doris Day, Rod Taylor.

*Die, Monster, Die* (C) (WS): Melodrama; Nick Adams, Boris Karloff.

*A Thousand Clowns*: Comedy Drama; Jason Robards, Barbara Harris.

*The Alphabet Murders*: Mystery Drama; Tony Randall, Anita Ekberg.

*7 Women* (C) (WS): Drama; Ann Bancroft, Sue Lyon.

*The Ghost and Mr. Chicken* (C)

(WS): Comedy; Don Knotts, Joan Stanley.

*Trapped by Fear*: Drama; Jean Paul Belmondo, Alexandra Stewart.

*Gibraltar*: Melodrama; Hildegard Neff, Elisa Montes.

*Thunderball* (C) (WS): Melodrama; Sean Connery, Claudine Auger.

*Bunny Lake is Missing* (WS): Drama; Carol Lynley, Keir Dullea.

*The Rider in the Night* (C) (WS): Melodrama; Johan Van Heerden, Brian O'Shaughnessy.

*The Nanny*: Drama; Bette Davis, Wendy Craig.

*Judith* (WS); Drama; Sophia Loren, Jack Hawkins.

*Casanova 70*: Comedy; Marcello Mastroianni, Verni Lisa.

*Spy in Your Eye*: Adventure Drama; Brett Halsey, Dana Andrews.

*River of Evil*: Melodrama; Barbara Rutting, Harold Leipnitz.

## WHAT'S IN A NAME

### A New Life for MCB 40

History perpetually repeats itself. A recent ceremony at the Naval Construction Battalion Center, Davisville, R. I.—home of the Atlantic Fleet Seabees—mirrored almost exactly a situation which occurred in the same location in October 1942, when the 40th Naval Construction Battalion was placed in commission. In February 1966 the 40th was again placed in commission.

This was not an isolated recycling of history as it pertains to the Navy's construction men. Soon after MCB 40's rebirth, another namesake of a famed World War II Seabee outfit—MCB 58—received its colors for the second time. Soon to follow are MCB 62 and MCB 133—also named after outstanding World War II battalions.

Operations in Vietnam are the cause. So when it became apparent that more construction battalions would be needed to cope with operational requirements, it was decided to name them after World War II battalions that estab-

lished outstanding building and fighting records.

MCB 40, for example, distinguished itself in many of the Pacific's hottest spots, island-hopping from Espiritu Santo Island, New Hebrides, in 1943, to Okinawa in 1945, with many operations in between. On Los Negros in the Admiralty Islands the Seabees of MCB 40 fought on the front lines beside an Army unit until enough real estate was secured to build a landing strip.

The battalion was with the first American force to land on the east coast of Okinawa in 1945. The construction men worked day and night to build roads for the heavy flow of military traffic from the beaches to the combat fronts. Then they turned to on Chimu airfield, which was completed in less than two months. During these and other projects, the Seabee camp area was twice wrecked by typhoons. The old 40th departed Okinawa later that year after building the nearest allied airfield to the Japanese home islands. The battalion was decommissioned in November 1945.

Obviously, there is a world of difference between recommissioning a Seabee battalion and recommissioning a ship. A ship will always have its same hull, but the men who form a battalion are dispersed in many directions when their outfit is decommissioned. Does this mean that the new MCB 40 has only the name of its predecessor, and nothing else?

No. Several of the men assigned to the new MCB 40 are sons and grandsons of the men who served in the first 40. They will doubtless keep a tradition alive.



# LETTERS TO THE EDITOR

## Dependent's ID

SIR: According to regulations, advancement in rate is not sufficient cause for the reissue of dependents' identification cards. Such cards, according to BuPers Inst. 1750.5C, should not be reissued solely because of a change in the sponsor's pay grade.

This makes a good deal of SCRAP-type sense in those instances when the rate of the sponsor does not influence the privileges of the dependent. Advancements to certain grades, on the other hand—particularly from E-4 to E-5 and E-6 to E-7—are accompanied by privileges of rate accorded both to the Navyman and the dependent.

If the dependent's ID does not reflect accurately the grade of the sponsoring Navyman, the dependent may, for example, be denied entry to the acey-deucey or the chiefs' club. In such cases perhaps the regulations should be relaxed.—W. R. C., LCDR, USN.

• We thoroughly agree—but the regulations do not need changing. The BuPers Instruction you quote forbids new ID cards when the only (repeat, only) change is the pay grade of the sponsor. Additional privileges constitute an additional consideration. Consequently, in such instances, advancement in rate is not the sole cause and

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

the issue of a new dependent's ID card is within both the letter and the intent of the Instruction.

The provision is meant to reduce paperwork, certainly not the privileges of military dependents.—ED.

## Either One, But Not Both

SIR: Our ship was awarded the Armed Forces Expeditionary Medal for Vietnam service in August and September 1964. I have since been transferred to duty with the 7th Marine Regiment as the company corpsman. We landed in Vietnam in August 1965, which should entitle me to the Vietnam Service Medal.

My question is, can I wear both the Armed Forces Expeditionary Medal and the Vietnam Service Medal? If not,

which one? I've been told I can wear just one, but my First Sergeant says both.—J. E. R., HN, USN.

• Sorry, but the Sarge is wrong this time. You can only wear one, although you get your choice.

To amplify: Because your first Vietnam service fell between the dates 1 Jul 1958 and 3 Jul 1965 (inclusive), you are entitled to the Armed Forces Expeditionary Medal for that service. However, when the Vietnam Service Medal was established for service on or after 4 Jul 1965, provision was made for those who earned the AFEM for earlier Vietnam service to elect to receive the Vietnam Service Medal instead.

Your present service entitles you to the Vietnam Service Medal, but you cannot receive both medals, nor can you receive the Vietnam Service Medal more than once.

If you had been awarded the Armed Forces Expeditionary Medal for service performed during the Lebanon crisis, the Cuban interdiction, etc., then you would be entitled to wear both that medal and the Vietnam Service Medal.—ED.

## LDO Program in FY 1968

SIR: Can you tell me if the LDO program will begin again in fiscal year 1967? I would, in fact, like all the information you can send me on the subject.—R. T. O., W-1, USN.

• At this point, we can only tell you that plans are being made to reinstitute the LDO (Temporary) program in fiscal year 1968. Because the program is still in the planning stage, definite information is not available at this time.

We suggest that you watch future issues of ALL HANDS for announcement of a change to BuPers Inst 1120.18K. This will, we hope, tell you all you will want to know about the program.—ED.

## Unit Identification Badges

SIR: There has been considerable discussion at our command concerning unit identification badges.

Before 31 Dec 1965, Commander Service Squadron Eight enlisted men were serving on preferred sea duty and the shoulder patch was considered a part of the uniform. On 1 Jan 1966, in accordance with BuPers Notice 1306 of 2 Dec 1965, COMSERVRON EIGHT was redesignated Fleet shore duty for Seavey purposes.

We enlisted men are now serving on shore duty while the staff remains a seagoing activity. Do we wear patches? —R. R. A., YN1, USN.



REWARDED—Lieutenant Alan Dunsmore and Julian Phelps, DM1, receive medals for performance, at Fleet Sonar School personnel inspection ceremony.

• You should wear identification patches. Designation as shore duty or Fleet shore duty has no bearing on the question. Enlisted men in afloat commands wear shoulder patches. Yours is an afloat command.

For the official word, see Article 0769 of the "BuPers Manual."—Ed.

#### Misplaced Gun Mount

SIR: Would you believe I saw a destroyer with a five-inch gun mount between the stacks, in Newport, R. I., some time ago? I can't convince anyone on the West Coast of this. Is there, or has there ever been, such a ship?—W. A. C., BM1, USN.

• Not to our knowledge. According to the experts in the Naval Ship Systems Command (formerly BuShips), the Navy has no such destroyer or destroyer escort. They suggest that you might have seen a Fletcher-class DD from an angle, or perhaps through the fog, and received the impression that mount 53 was located between the stacks. Some Fletchers have five five-inchers with mount 53 located just aft of the stacks but forward of an after deck house. We, too, would tend to forward this after theory.—Ed.

#### Good Duty Can Be Found Anywhere

SIR: Can you give me any information about a coaler called Neptune? My father served on board in the early twenties, and that ship is practically all he ever talks about. What was so much about it?—G. L. D., MM3, USN.

• We can't help you on that last question but we'll do what we can on the first—which isn't so much either. Without digging through old deck logs, our information on the collier USS Neptune is most sketchy, which we hope will not bring down the wrath of the ship's namesake. Probably your father knows more about her than we do.

Neptune was launched on 21 Jan 1911 and commissioned on 20 September of that year. We then pick up her career on 25 May 1917, when she departed Norfolk heading for France with part of the First Aeronautical Detachment embarked. This detachment, which had been split between Neptune and USS Jupiter, was, according to naval aviation historians, the first U. S. military unit to be sent to Europe in World War I. Jupiter arrived in Paulillac, France, on 5 Jun 1917, and Neptune pulled into St. Nazaire three days later.

We also know that Neptune made a trip to Kingston, Jamaica, in August 1917, with a load of coal for the British Admiralty. Returning to the States, she operated in the Chesapeake Bay area, coaling vessels for the Atlantic Fleet until 3 Oct 1919, when she sailed for the West Coast, calling en route at the



**AMERICA'S FIRST**—Ensign George W. Thomason (r) is first of rank to qualify as OOD aboard USS America. Here he points out plotting information to the members of America's all-ensign underway watch team during Med operations.

Canal Zone, Nicaragua, and Honduras for visits.

She operated along the West coast between San Diego and Bremerton carrying freight and passengers until 22 Jun 1920. She then returned to the East coast in July.

After that . . . We said it was sketchy. Ask your father or his shipmates to fill in the details. We do know

she was struck from the Navy list 14 May 1930.—Ed.

#### Medal Information

SIR: As a civilian, how can I determine which medals and service ribbons I earned as a result of my Navy service during World War II and the Korean conflict?—H. R. M.

• Write to the Military Personnel

**OCCASION FOR JOY**—Newly advanced crewmen of Pacific destroyer USS Turner Joy (DD 951) pose for photograph on deck with their skipper.







VISITING German destroyer sailors were treated to chow aboard USS Wright.

Records Center, General Services Administration, St. Louis, Mo. 63132, Attn: Navy Section. Give your full name, Navy service number and the approximate dates of service. It would also be helpful to list the awards which you believe you have earned. Your record will be checked, and you will be notified by MPRC.—Ed.

### Oregon's Record Run

SIR: We read with interest the article "From Frigates to Battleships" in your December issue, but we would like to point out an omission in the list of historic ships and naval monuments. USS Oregon (BB 3) does not appear.

During the Spanish-American War, Oregon performed an outstanding feat in U. S. naval history, when she made her record speed run from San Francisco, via the Strait of Magellan, to join in the destruction of the Spanish Fleet off Cuba.

Oregon was moored in Portland harbor as a floating museum until World War II. Eventually the ship was scrapped, but the city government managed to salvage her mast and bow plate which now stand in a special park on the Willamette River front. It is near this spot that Navy ships moor during their annual Rose Festival visit to Portland in June.

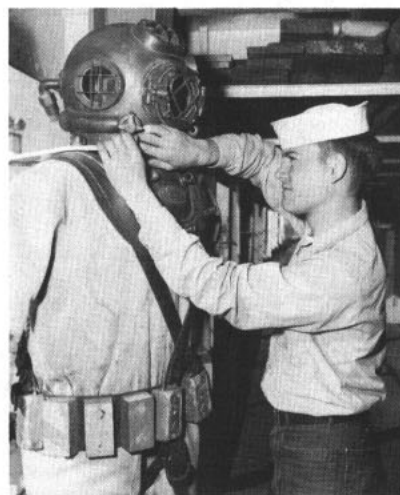
Perhaps you could rectify this error of omission.—Allan Gibbons, Oregon Historical Society.

• We agree that Oregon belongs on everybody's list of naval shrines and memorials. Herewith an account of Oregon's beginnings, and her famous 14,700-mile cruise from the Golden Gate to Jupiter Inlet, Fla.

Back in 1890, Congress had appropriated funds for the construction of "three sea-going coast-line" battleships (one to be built on the West Coast), and when finally fitted out, USS Indiana (BB 1), Massachusetts (BB 2), and Oregon (BB 3) had shallow drafts of 24 feet and bristled with heavy armor and rifle batteries. Oregon was launched in October 1893.

On trial runs, twin screws drove the 10,288-ton Oregon along the Pacific Coast at 16.29 knots. Her heavy guns and 18-inch armor belt were impressive, but her construction proved something more. Heavy ships could be built rapid-

**DAVY JONES' VOICE**—Visitors to USS Howard W. Gilmore (AS 16) hear "voice from the deep" as they pass diving suit rigged with speaker.



ly and well on the supposedly remote Pacific shores of the United States.

By 15 Jul 1896, every detail was complete—from the 13-inch gun batteries to the four main and two auxiliary boilers and the 351' 2" Oregon was commissioned, with Captain Henry L. Howison as her first skipper.

Fleet Admiral William Leahy served as a midshipman in Oregon and recalled that she was undergoing repairs at Bremerton Navy Yard when USS Maine (ACR 1) was sunk in Havana Harbor. It was somber news.

On 6 Mar 1898, Oregon received orders to proceed to San Francisco to load ammunition. On 17 Mar Captain Charles E. Clark, USN, assumed command. A few days later, she glided through the Golden Gate with sailing orders for Callao, Peru, and on through the Strait of Magellan to Cuba.

Soon after getting underway, Oregon's engines became intensely hot. The chief engineer was reluctant to take salt water into the boilers, because the ship would not be able to maintain the speed necessary to reach her destination in time.

When the captain explained the situation to his crew, they volunteered to give up their own fresh water so the ship could get to battle. They also gave the firemen and coal passers Oregon's stock of ice because of the unbearable heat of the engine room during the forced run.

By the middle of April, Oregon had battered her way through constant head waves to enter the seething Strait of Magellan. Running through the treacherous Strait with shielded lights and manned guns, she avoided rumored Spanish torpedo boats and picked up the gunboat USS Marietta (PG 15), then sped to Rio de Janeiro, where she received news that war had been declared on Spain.

In company with Marietta and the merchant steamer Nitheroy, she then proceeded toward Key West. Slowed down by the small ships, Oregon finally abandoned her escort in spite of the danger of Spanish warships in the area.

Reaching Jupiter Inlet on 24 May, Oregon had covered 14,700 miles in 66 days. At Key West her empty coal bunkers were refilled, and reporters swarmed aboard bringing the first mail in three months. Joining Admiral William T. Sampson and the armored cruiser USS New York (ACR 2), Oregon steamed for Cuba.

Oregon had completed the longest and fastest run achieved up to that time in naval history. Her average speed during the run had been 11.6 knots, a record for that day.

An important result of the speed run was to point out the need for a canal to link the Atlantic and Pacific Oceans for more effective naval operations. She also proved her design. During her arduous run she had not

been delayed one hour through any malfunction of machinery.

On 3 Jul 1898, the Spanish Fleet steamed out of Santiago harbor and U. S. battle gongs were rung. When the smoke cleared away, Oregon and the other ships of the American fleet had, without injury, successfully engaged four armored cruisers and two torpedo boats. For Oregon's 32 officers and 141 men this was surely the pinnacle of her career.—ED.

#### Acting CPO Time

SIR: Does time served as CPO (acting) count toward qualification for advancement to E-8? The way I interpret BuPers Manual and BuPers Inst. 1430.1E such service does count, providing the man is a CPO (permanent appointment) by the time he takes the E-8 exam.

That's my opinion. Others at my command, however, feel differently. How about it?—B. R. J., PN1, USN.

• You are correct. Time served as an acting chief may be counted toward eligibility for advancement to E-8.

We assume you are aware of two recent changes which may have some bearing on your question: The reduction of required time-in-service for advance-



LAST PLANK OWNER of USS Paul Revere (APA 248), Earley Taylor, SD2, USN, receives engraved plank and ship's plaque in special ceremonies. Taylor has been aboard Paul Revere since she was commissioned in 1958 at Long Beach.

ment from E-7 to E-8 from four years to three years and the abolishment of acting chief appointments.

For information concerning the time-in-rate reduction see ALL HANDS, March 1966, page 43. For the word on the deletion of acting CPO appointments, see October 1965, page 45.—ED.

#### Entitlement to FSA

SIR: In spite of all that has been published on the subject, I still find it difficult to understand certain provisions of the Family Separation Allowance.

In reference to Type II allowance (FSA-R), one condition to entitlement requires that a member's dependents must be entitled to transportation at government expense, but such transportation is denied either temporarily or permanently into a restricted area.

Naturally, to be entitled to transportation of his dependents to a particular duty station, the member must be at least an E-5, or E-4 with over four years' service—on the effective date of his PCS orders.

Well and good. But I start getting confused when I read the Navy Comptroller's Manual, which states that should a member be in an ineligible pay grade (E-4 with less than four years' service, and below) at the time eligibility would otherwise accrue, he will become eligible for FSA-R upon attaining an eligible pay grade.

How do you reconcile these two regulations? Let's take a practical case of an E-4 with less than four years' service, who is transferred to a "restricted" station where other Navymen, who are eligible by virtue of their pay grade, are drawing FSA-R.

Now assuming that this E-4 satisfies the other requirements, such as having dependents and maintaining a common household for them away from his present duty station, NavComptMan is telling us that he can begin drawing FSA-R as soon as he either acquires four years' service or is promoted to E-5.

Technically, this fellow is not eligible for dependents' travel to his present station, although he receives this benefit beginning with his next PCS orders.

HONOR MAN—Chief Aviation Electronics Technician Dickie D. Dunn, USN, was awarded a Letter of Commendation for earning three of the top class honors at the Naval Chief Petty Officer Academy at Memphis.



SIR:

I've been in the Navy  
Little more than a year,  
And I've learned such a lot  
I have written it here.

I used to wonder (also ponder)  
How ships could look so clean;  
They were always on the move—  
Yet they would always gleam.

But, after I had come aboard,  
I was soon to learn  
That I would do the cleaning—  
Top and bottom, stem to stern;

Polish all the brightwork  
'Til it shined a brilliant tone  
(T'was on the deck of this ship  
I learned to holystone.)

Up before the break of dawn,  
The stars still in the sky,  
I was scrubbing down the decks  
With soap and lots of lye.

Yes, now I know the reason  
Why those ships would look so great—  
It's because of guys like me—  
Plus the leading Boatwain's Mate.

William W. Bishop, YN2, USN  
USS TRINGA (ASR 16)

• You may go down in history, for solving such a mystery.—ED.



**MEDITERRANEAN MUSIC**—Marines aboard USS Monrovia (APA 31) entertain ships coming alongside with music by Fife and Drum Corps. The 16-man corps, from Battalion Landing Team 3/2 perform on Monrovia's open bridge with a repertoire ranging from "The Yellow Rose of Texas" to "Anchors Aweigh" and "The Marines' Hymn."

Therefore, is NavComptMan correct in stating that FSA-R will be paid at his present station, under the conditions cited in this case?—R. C. N., PN2, USN.

• Yes—"NavComptMan" is correct.

In the situation you cite, the E-4 could not move his dependents to his permanent station at government expense either before or after he became "eligible" for this benefit (by virtue of

his advancement to E-5 or his acquisition of four years' service).

Therefore, the "separation" condition resulting from the denial of government transportation of dependents was present, making him eligible for Family Separation Allowance (FSA-R)—provided also that the following conditions are met:

- The member has dependents (drawing BAQ on their account).
- The dependents do not reside at or near his station.
- The member is maintaining a common household for his dependents.

Likewise, if a single Navyman in pay grade E-4 (with more than four years' service) or above, goes home on leave and becomes married, but his wife does not come to the area of his duty station to live, he is eligible for FSA-R effective on the date of his marriage. This presumes he maintains a common household for sharing with his wife during leave and similar circumstances.

He is not authorized to move his wife at Government expense to his present duty station, so this requirement is fulfilled.—Ed.

#### AD Names Are A Far-Ranging Bunch

SIR: I have always been under the impression that ADs are named for localities and areas in the United States. The Bluejackets' Manual seems to have thought so, too.

Recently, however, I saw a reference

to Samuel Gompers, as an AD, in an authoritative naval publication. This makes me wonder. Have I been wrong all these years, or has the policy changed?—C. R. U., QMC, USN.

• Not changed, really. Just revived.

The designation, Samuel Gompers, indicates a return to the custom which had been adopted in the early days of ADs, of naming destroyer tenders in honor of distinguished Americans.

Earlier examples of this practice are Melville (AD 2), Dobbin (AD 3) and Whitney (AD 4). (In this context, however, we can't very well explain the existence of AD 1, which happened to be named Dixie, not to be confused with our later Dixie (AD 14)).

Messrs Dobbin and Whitney were former secretaries of the Navy and Rear Admiral George W. Melville climaxed his naval career with an attempt to rescue the survivors of the Jeanette expedition who were trying to find a northwest passage from the Atlantic to the Pacific north of Canada. All very real people.

Samuel Gompers, whose keel was laid in July 1964, continues the custom although most men now in the Navy are familiar only with ADs which are named for geographical locations.—Ed.

#### Cuban Crisis Medal

SIR: I was in VA-76 aboard USS Enterprise (CVAN 65) for the 50 days it was deployed during the Cuban crisis. The ship's company rates the Expeditionary Medal. The squadrons attached aboard during this time, however, were not on the list for the medal.

Would you please tell me why a distinction is made between the ship's company and the embarked squadrons. After all, we were all in the same boat.—M. D. W., ADJC, USN.

• Relax, Chief. The "Awards Manual" specifies that air and other units embarked in ships which are included in awards lists are also eligible for

#### Marriage on E-3 Pay

SIR: I am enlisting in the Navy soon, and plan to marry a few months after leaving boot camp. Can you give me the word on the basic pay (for an E-3 machine account), quarters allowances, travel pay and so forth?—D. R.

• Happily. As an E-3 with less than two years' service you would be entitled to \$117.90 basic pay per month, \$55.20 basic monthly quarters allowance (with one dependent), \$4.20 monthly clothing allowance, \$9.00 sea or foreign duty pay per month (if applicable) and \$1.17 per day commuted rations.

As an enlisted Navyman you will be entitled to travel pay of \$.06 per mile, but you will not receive dependent's travel or transportation for household goods until you are PO3 (with more than four years' service) or higher.—Ed.

#### Score Program

SIR: I plan to request conversion from YN3 to AX3 under the SCORE Program. Inasmuch as I am on Seavey, I have the following questions: If I am assigned to shore duty before I receive a quota (assuming I am accepted for conversion), will a normal tour of duty be required?

I would also like to know if, after conversion, can I expect sea or shore duty?—F. C. M., YN3, USN.

• With regard to your first question, you can expect your tour of shore duty to end when you have been assigned to a school.

After you have completed your school, further assignment is unpredictable. We can say, however, that the majority of SCORE converttees have been assigned to sea.—Ed.



### Tucker Thinks She's First

SIR: Here's one for the historians: USS *Henry W. Tucker* (DD 875), homeported in Yokosuka, Japan, was the first destroyer to fire naval gunfire support in Vietnam.

On 16 May 1965 *Tucker* fired an hour-long shore bombardment mission in support of an American combat operation in South Vietnam. Since that time *Tucker* has fired over 5600 rounds of five-inch ammunition in support of U. S. operations.—T. N. Richman, LTJG, USN.

• An official report from the Naval Advisory Group, Military Assistance Command, Vietnam, confirms your claim to be the first ship to fire a shore bombardment mission in defense of Vietnam. We'd be grateful for any more news from *Tucker* and the rest of the Seventh Fleet destroyer force.—Ed.

the award. Usually this is specifically stated.

Sometimes, however, space limitations of instructions prohibit specific mention and settle for a reference to the authority for extending the award to embarked units.—Ed.

### Sea Duty Commencement Dates

SIR: Last April I was advanced to chief radarman. According to the latest Seavey cutoff dates I am eligible for rotation ashore as an RDC, though I would not have had sufficient sea duty as an RD1.

Must I wait until the next Seavey list is published before becoming eligible for shore duty, or am I eligible now? If I am eligible now, must I notify BuPers of my advancement or is my status changed automatically?

As I understand it, shore duty billets are assigned under a priority system, with the man who came on Seavey first receiving his orders first. In that case, it would be to my advantage to submit my card as soon as possible.—J. B. S., RDC, USN.

• You must wait until the next Seavey. As per Article 3.22 of the "Enlisted Transfer Manual," change in rate or rating after the notice is promulgated does not change eligibility because the date of the Seavey notice is the determining factor.

Generally speaking, once the Seavey drop has been made the Bureau tries not to make changes. In your case, as in most, you'll find it probably won't make much difference considering the three-times-yearly Seavey.

As for Seavey seniority—seniority is based on the sea duty commencement date. All things being equal, you could expect to be very senior on the list when it is next compiled.—Ed.

### Molala Is Correct

SIR: Since AFTs are named for American Indian tribes, isn't the name USS *Molala* (AFT 106) spelled wrong? I come from the town of Molalla, Ore. This name was derived from the Molalla tribe, who lived about 30 miles south of what is now Portland, Ore. Was AFT 106 named for this same tribe? If so, what happened to the other L in the name Molalla?—W. R. B., PN2, USN.

• It appears the ship and your home town are named after the same tribe. The disparity comes from the Navy's use of the preferred spelling. According to the "Handbook of American Indians, Bureau of American Ethnology" (Bulletin #30, Part I), *Molala* is the most common, prominent spelling of the name, but *Molalla*,

### Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Navy Department, Washington, D. C. 20370, four months in advance.

• USS *St George* (AV 16)—A reunion is now being planned in Orlando, Fla. Those who served in this ship from 1944 to 1946 please contact CDR Dean O. Moorhouse, USN (Ret), 146 Menendez Road, St Augustine, Fla. 32084

• Retired Officers Association will hold its 18th biennial convention 29 and 30 September at the Leamington Hotel, Minneapolis, Minn. For further information write to George M. Brown, 358 Cimarron Road, RFD #1, Rosemount, Minn.

along with several other versions, is also used. So it appears your home town adopted a second spelling of the name while the Navy knocked the L out of it.—Ed.

### What Time Is Midnight?

SIR: Is there such a time as 2400?—V. B. S., QM1 (SS), USN.

• You won't find it in communications pubs or mid-watch deck logs, and officially there is no such time. DNC-5, the Navy communications authority, states that midnight is referred to as 0000. Communicators are almost Cinderellian in their avoidance of midnight, and use either 2359 or 0001.

However, 2400 is used throughout the Navy as a matter of convenience. It's easier to say that liberty expires at twenty-four hundred than to twist your tongue around all those zeros.—Ed.



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# BOOKS

## PLENTY OF GOOD READING IN THIS MONTH'S CHOICE

There would appear to be a certain conflict (conflict—war, get it?) here. Cornelius Ryan in *The Last Battle* is sure that the last three weeks of Berlin in World War II was *The Battle*; the *Decision at Leyte*, says Stanley L. Falk, was final. After that, there was no more hope for Japan.

The conflict is more apparent than real. They seem to be talking about two different wars which merely happened to have been fought, at times, coincidentally.

*Last Battle* is certainly not pretty, but it is a humdinger. Ryan portrays with all the skill at his command—which is considerable, as readers of his *Longest Day* can testify—a momentous historical event, the fall of Berlin, as it was experienced and felt by the people who lived through it. He tells it as seen from all sides; by Berlin housewives, soldiers and generals, suddenly ex-Nazis making plans to go into hiding; Jews still hiding in Berlin awaiting deliverance; Hitler and his followers in their bunker; the shock and disbelief of the American commanders at what they found in the concentration camps. And behind it all was the political maneuvering by the diplomats who had their eye on the postwar scene. Ryan also tells for the first time the reasons behind the West's decision not to take Berlin while the city was within its grasp.

On the other hand, *Decision* is a more-or-less straightforward account of the battle of Leyte. As Associate Professor Falk sees it, Leyte was at once a contest of sea power, a battle to control the air, and a struggle for the physical possession of the island. Much attention is given the new technique by the Japanese of employing hundreds of kamikazes, which struck in waves at U. S. combat craft and transports. However, in the end the Japanese were totally defeated. Their air force was destroyed, their fleet driven off or sunk, the best of their troops killed. Falk recreates the many faces of the battle—the air strikes, the landings, the task forces of carrier, battleships, cruisers and destroyers; the painful command decisions; the individual acts of heroism. Who can say which was the more crucial area during the

war—Berlin or Leyte?

After plowing through *Berlin* and *Decision* you may feel the need of a diet with a little less strong meat. If so, *The Company of Animals* by Ronald McKie may be your dish. It's the story of the last white man—Jim Hislop—to be Malaya's chief game warden. As he has seen it since 1937, it's a never-never land which will undoubtedly soon disappear and as escape literature, it's well-nigh perfect. It's obvious that Hislop knows what he's talking about—tales of elephants, monkeys and sun bears; tapirs and tigers; butterflies and cicadas; the beautiful jungle ox and the mousedeer—the smallest deer in the world. And, of course, the Malays themselves, some of them tribesmen who still hunt with the blowpipe, who have never been outside their own protective jungle. And why should they, or want to?

To cushion, however mildly, the shock of returning to reality, you might try *Panama*, by David Howarth. With the skill of a true professional, Howarth plots the history of Panama from the times of the Spanish conquerors to the present day adventurers of the mind who want to build a new canal by means of the atom bomb. He runs through the entire dramatis personae from Columbus and Balboa, Drake and Morgan the pirate. He does a nice job on Ferdinand de Lesseps who, at the age of 65 and after building the Suez Canal, met his fate in Panama. But he had a fine time doing it. And the mosquito is not overlooked.

Remember *Mutiny on the Bounty*? Quite a story; and the authors, Nordhoff and Hall really hit the jackpot with it. It now develops that the lives of the two authors James Norman Hall and Charles Bernard Nordhoff were just as dramatic as any of the 36 books they wrote together. Fame, fortune and a paradise in the

South Seas was theirs for the taking after publication of *Mutiny*. But it didn't quite work out that way, primarily because of those qualities in the two men which made it possible for them to write *Mutiny* and their other books. The situation is described in fine style in *In Search of Paradise*, by Paul Briand, Jr.

As the man says, most accidents at sea don't happen in dancing sunlight or at high noon. They occur when the weather and other conditions are at their worst, and that's when the rescuers have to go out after the victims. *Rescue at Sea*, by Captain John M. Waters, Jr., describes the grim details of the Coast Guard's work. It seems that, nowadays, most of the Coast Guard's search and rescue is conducted by helicopter, not whaleboat. More efficient, but a little hard on the pilot. The Coast Guard's choppers run on one engine, of course. Take that one engine 400 miles out at sea, a pitch-black night in fog, rain or hail and you can become very lonely indeed. Then, after an exhausting search, when you do find the ship and try to hover over the moving and pitching masts without being clipped by them, you want to be anywhere but there. Many Navy-men will recognize the situation.

The fiction selections for this month are a little easier on the nerves. *Tai-Pan*, by James Clavell, is a straightforward historical novel concerning the occupation of Hong Kong by the British back in 1841. The word tai-pan, as almost all WestPac hands know, means supreme power, and the plot centers about who shall possess this power on the island. There's a heart interest, too. By the author of *Brother Rat*.

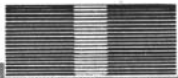
The last to be mentioned, *Stand By-y to Start Engines*, by Rear Admiral Daniel V. Gallery, USN (Ret), is sheer delight, as anyone who has read his *Now Hear This* knows. Just to give you an idea—in one incident, the principal character LCDR Curly Cue is determined to join the Blue Angels. However, their instinct for self-preservation is strong and they decline his offer with thanks. When he insists, they pretend to be green cadets and when Curly takes them aloft to practice formation flying . . .

Admiral Gallery firmly assures us that, when he was in command of his ship, no such nonsense ever went on. That he knew of, anyway.

**Military Balance, 1965-1966**, published by the British Institute of Strategic Studies, is a useful reference book for information and statistics on the armed forces of many nations.

It has been distributed to some ship and station libraries.

# DECORATIONS & CITATIONS

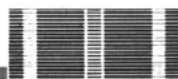


DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ PRESSEY, GEORGE W., Rear Admiral, USN, posthumously, as Deputy Chief of Staff Military Assistance, Logistics and Administration, Staff of Commander in Chief Pacific from 21 May 1965 to 19 Apr 1966. Directly supervising all matters pertaining to the military assistance program and logistic support for all Pacific Command forces, Admiral Pressey was successful in carrying out his many responsibilities throughout this period. He was directly responsible for achieving the high state of logistic readiness of the United States forces engaged in the present conflict in Southeast Asia.

★ TAYLOR, EDMUND B., Rear Admiral, USN, as Commandant Fifth Naval District and Commander U. S. Naval Base, Norfolk, from 12 Nov 1963 to 30 Apr 1966. Admiral Taylor ensured that the efforts of the shore activities were at all times channeled toward maximum assistance to the operating forces, thereby enabling them to meet their many operational commitments. Contributing significantly to the increased readiness of the Naval Reserve within the Fifth Naval District, he substantially enhanced the morale of Navy personnel and their dependents by vigorous protection of their rights and benefits and by greatly increasing recreational facilities throughout the Tidewater area. Through his professional competence, Admiral Taylor has made an immeasurable contribution to the prestige of the Navy among officials and private citizens throughout the Fifth Naval District.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ GOLLAHON, GENE R., Lieutenant, USN, posthumously, for heroism on 13 Aug 1965, while serving with Fighter Squadron 111, embarked in *uss Mid-*

*way* (CVA 41), during a low-level reconnaissance and strike mission near Nam Dinh, North Vietnam. Despite heavy enemy fire, a low cloud cover, poor visibility and rough terrain, Lieutenant Gollahon carried out his mission, contributing greatly to the success of his squadron. Sustaining major damage to his aircraft from enemy ground fire, he displayed extraordinary airmanship in maneuvering his craft toward the nearby coast and potential safety. His aircraft was last observed to sustain several explosions and enter uncontrolled flight. Lieutenant Gollahon's courage, determination and inspiring devotion to duty were in keeping with the highest traditions of the United States naval service.

★ MCCULLOUGH, RAYMOND K., Lieutenant Commander, USNR, as officer-in-charge, Detachment 59 of Helicopter Support Squadron Two, embarked in *uss Forrestal* (CVA 59) and as pilot of a UH2A helicopter during a rescue flight performed on the morning of 15 Jan 1966. While on a mission to assist survivors of a VC-47 aircraft which crashed in Greece on the slopes of Mount Helmos at an elevation of 7680 feet, LCDR McCullough maneuvered his helicopter in six attempted landings on the snow- and ice-covered surface in the face of high winds and severe turbulence. Because of the critical flight conditions which existed, he then elected to lower the medical officer by hoist, following which he finally succeeded in maneuvering his helicopter to a safe landing in a small snow-covered area bordered by an ice cliff and a sheer bluff. After evacuating two survivors to safety, he returned to the rescue scene and made another landing to pick up rescue personnel.



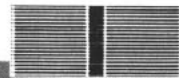
NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ MORROW, ESTES P., Aviation Machinist's Mate First Class, USN, while serving on 15 Jan 1966 with Detachment 59, Helicopter Support Squadron Two, embarked in *uss Forrestal* (CVA 59), during a rescue mission to assist survivors of a VC-47 aircraft which crashed in Greece on the slopes of Mount Helmos at an elevation of

7680 feet. Voluntarily serving as crewman of a rescue helicopter, Petty Officer Morrow rendered invaluable assistance to the rescue party's medical officer by caring for survivors and helping to transport them up an icy slope to the rescue helicopter. Working in sub-freezing temperatures, he searched the hazardous terrain for other victims of the crash, remaining at the scene for five hours until the last person of the rescue party was removed by helicopter.

★ WALSON, EDWARD R., Torpedoman's Mate Third Class, USN, for heroism on 17 Dec 1965 while serving on board *uss Bream* (AGSS 243). When a shipmate was washed overboard while the vessel was laboring under gale-force weather conditions, Petty Officer Walson volunteered to swim to his rescue. Plunging into the sea, he struggled against the 12- to 15-foot waves to reach the side of his shipmate, took him in tow, and succeeded in bringing him to the side of the ship where both men were lifted to safety. Through his prompt and courageous actions in saving a life at the risk of his own, Petty Officer Walson upheld the highest traditions of the United States naval service.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ SCULLY, DONALD G., Lieutenant Commander, USN, from 26 Nov 1964 to 6 Apr 1965, while attached to the Joint Operations Center Branch, J3, U. S. Military Assistance Command, Vietnam. As advisor to the Joint Operations Center, RVNAF High Command, LCDR Scully participated in operations and patrols with Vietnamese naval units in the Delta areas of South Vietnam without regard to his personal safety. The results were professionally sound studies which assisted both U. S. and Vietnamese naval efforts in the counter-sea infiltration effort. LCDR Scully also offered advice and recommendations in the salvage of a Viet Cong junk that had been sunk in Vung Ro Bay with a large weapons supply. His alert thinking produced innovations and ideas which were instrumental in improving Vietnamese naval operations. The Combat Distinguishing Device is authorized.



# TAFFRAIL TALK

**M**ORE ON NOMENCLATURE: It seems that helicopter pilots, in cooperation with the carrier airmen they pluck from the drink, are evolving a language all their own.

Everyone knows that a chopper pilot becomes an *Angel* when he rescues a man. However, as we understand the situation at the moment, a helicopter pilot becomes a *Cherub* when he is assigned to fly a carrier-based chopper, and is advanced to the rank of *Seraphim* when he makes his first rescue of a downed airman. After five rescues, he becomes an *Archangel*.

★ ★ ★

To most 10-year-old youngsters, Vietnam is, more than likely, just the name of a faraway country, unreal and abstract. Not so with one of the fourth-grade classes of the Willets Road Public School of Williston Park, Long Island, N. Y. They know all about the country and much of their knowledge doesn't come from books.

Current-affairs study is more or less routine nowadays, even for fourth-graders. But this particular group has contacts. In this case, it is a former graduate of the school, Lieutenant Perry Tillotson, who is now a Navy pilot attached to *uss Hancock* (CVA 19).

His mother happens to be a teacher at Willets. Would LT Tillotson care to write and tell the group about his work, his plane, his ship and anything else he could think of? LT Tillotson would be delighted to do so.

So now one of the fourth grade classes at Willets knows not only about *Hancock*, its planes and pilots, but considerably about Vietnam and the Navy in general. The current affairs study is the most anticipated period of the day. The class has built a scale model of an aircraft carrier, mounted all of LT Tillotson's letters and photos on their bulletin board.

Now that the class has become expert on the subject of the Navy, Vietnam and LT Tillotson, they're indoctrinating the other fourth-graders.

★ ★ ★

Lieutenant Bryant Barnard, Assistant Medical Officer of *uss Independence* (CVA 62) has an interesting off-duty avocation. He's a bird watcher. A real, official bird watcher, with a log book to prove it.

When Doctor Barnard is not on call, you can find him on the bridge with pair of binoculars and his bird book. He was able to log at least one species every day from the time the ship departed Norfolk until it joined the Seventh Fleet.

To him, ocean areas are only significant as areas of sighting birds. To him, the Caribbean means sooty shearwater, man-of-war birds and petrels. The equator is a large flock of albatross and the greater shearwater. Capetown, South Africa is more albatross, sooty shearwaters and petrels. Indian Ocean; terns. Straits of Malacca: brown booby.

Dr. Barnard hasn't claimed too many species while *Independence* was cruising off the coast of Vietnam, but does say that he's seen plenty of flying fish.

*The All Hands Staff*

## The United States Navy Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us. Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

**ALL HANDS** The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

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# AN INVESTMENT IN YOUR NATION . . .



# AND IN YOUR FUTURE!